

# Latitude 38

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CIRCULATION: 33,000



BULK RATE

U.S. POSTAGE

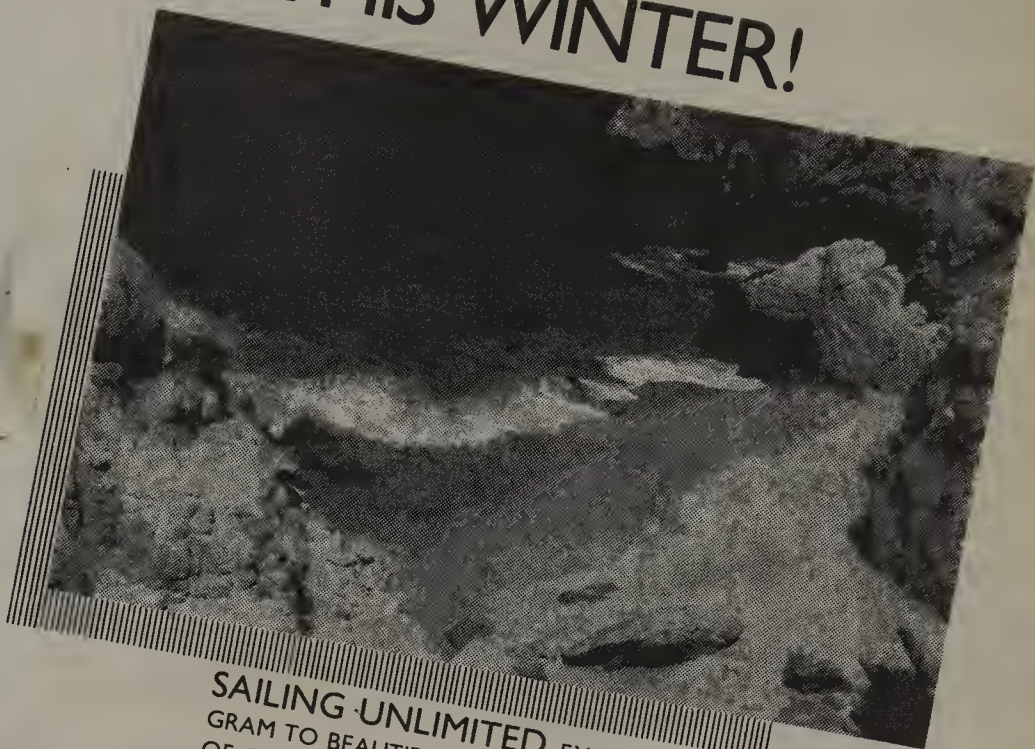
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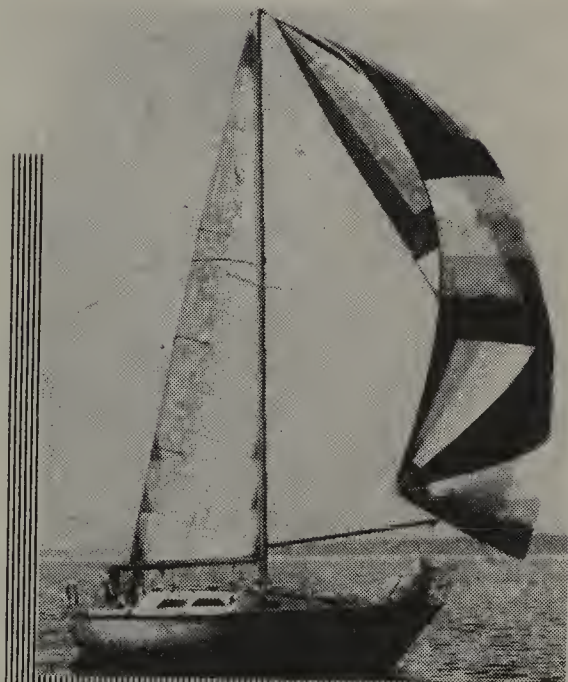
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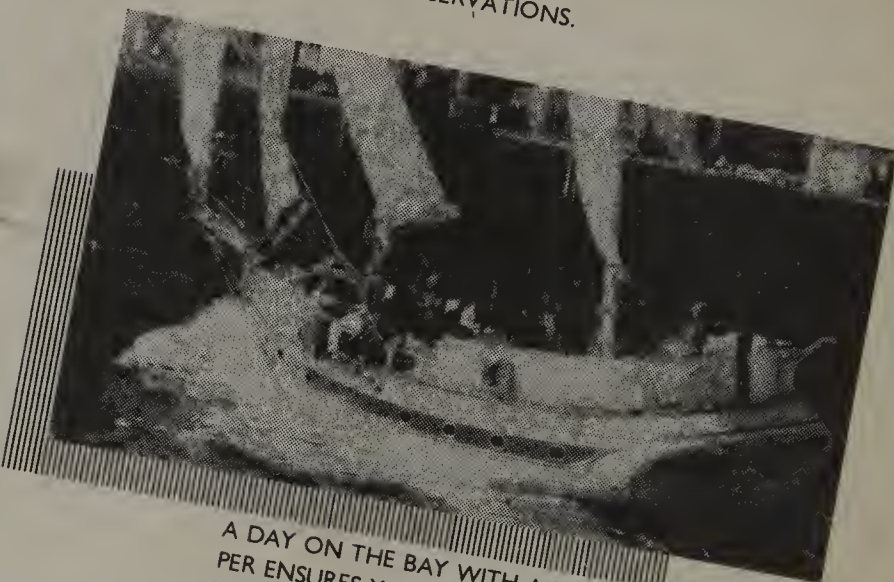
# MEXICO THIS WINTER!



**SAILING UNLIMITED** EXTENDS ITS CHARTER PROGRAM TO BEAUTIFUL, EXOTIC MEXICO THIS WINTER. PORTS OF CALL WILL INCLUDE CABO SAN LUCAS, LA PAZ AND PUERTO VALLARTA. SKIPPED YACHTS 42' - 64' AVAILABLE FOR ONE OR TWO WEEK CHARTERS FROM DECEMBER '83 THROUGH FEBRUARY '84. WINDSURFING, WATERSKIING, NAVIGATION AND SAILING INSTRUCTION, AIRFARE, PROVISIONING AND EXCITEMENT ARE INCLUDED IN OUR SAILING VACATION. CALL TODAY FOR PRICES AND RESERVATIONS.



THE RIGHT SAILING SCHOOL CAN BE VERY DIFFICULT TO LOCATE. QUESTIONS THAT YOU MIGHT HAVE SHOULD INCLUDE QUALITY? EXPERIENCE? MATERIALS? AND SCHEDULE? SAILING UNLIMITED WILL EASE YOUR MIND AND ENSURE THAT YOU RECEIVE THE SAILING INSTRUCTION YOU NEED. AS AN AMERICAN SAILING ASSOCIATION (ASA) CERTIFIED SCHOOL YOU ARE GUARANTEED PROFESSIONAL INSTRUCTION FROM ASA CERTIFIED SKIPPER AS WELL AS A PERSONAL LOG BOOK FOR YOUR SAILING RECORD, DIPLOMAS, AND CERTIFICATION STAMPS, RECOGNIZED AND RESPECTED AROUND THE WORLD. CALL SAILING UNLIMITED FOR DETAILS.



A DAY ON THE BAY WITH A USCG CERTIFIED SKIPPER ENSURES YOU AND YOUR GUESTS A CAREFREE ENJOYABLE CRUISE. SAILING UNLIMITED'S QUEEN OF THE FLEET, "SEVEN SEAS," HAS AMPLE ROOM FOR PARTIES OF 25, FOR THAT SPECIAL OCCASION. SO REMEMBER, WHEN YOU STOP AT SAMS IN TIBURON, DON'T JUST HAVE ONE POP... RELAX, HAVE ANOTHER, YOU'RE IN GOOD HANDS WITH SAILING UNLIMITED.

**THE SAILBOAT SHOP** 2639 BLANDING AVENUE, CA 94501 • PHONE 415/521-5900



# Vanpire Reaches Her Ghoul

It's no coincidence that Daniel van Heeckeren buys his sails from Richards and van Heeckeren Sailmakers.

And it's no coincidence that "Vanpire," Dan's new C&C Custom 41, won the 1983 Lake Erie Series. Dan's sails were carefully engineered with the hull design and rig characteristics in mind, as well as the type of winds and waves the Lake Erie setting would provide.

Daniel van Heeckeren got special treatment—the same special treatment you can have.

What other sailmaker can promise to treat you like one of the family—and mean it?!

FALL DISCOUNT NOW IN EFFECT

DEALER FOR:

Henri-Lloyd Foul Weather Gear • Headfoil 2

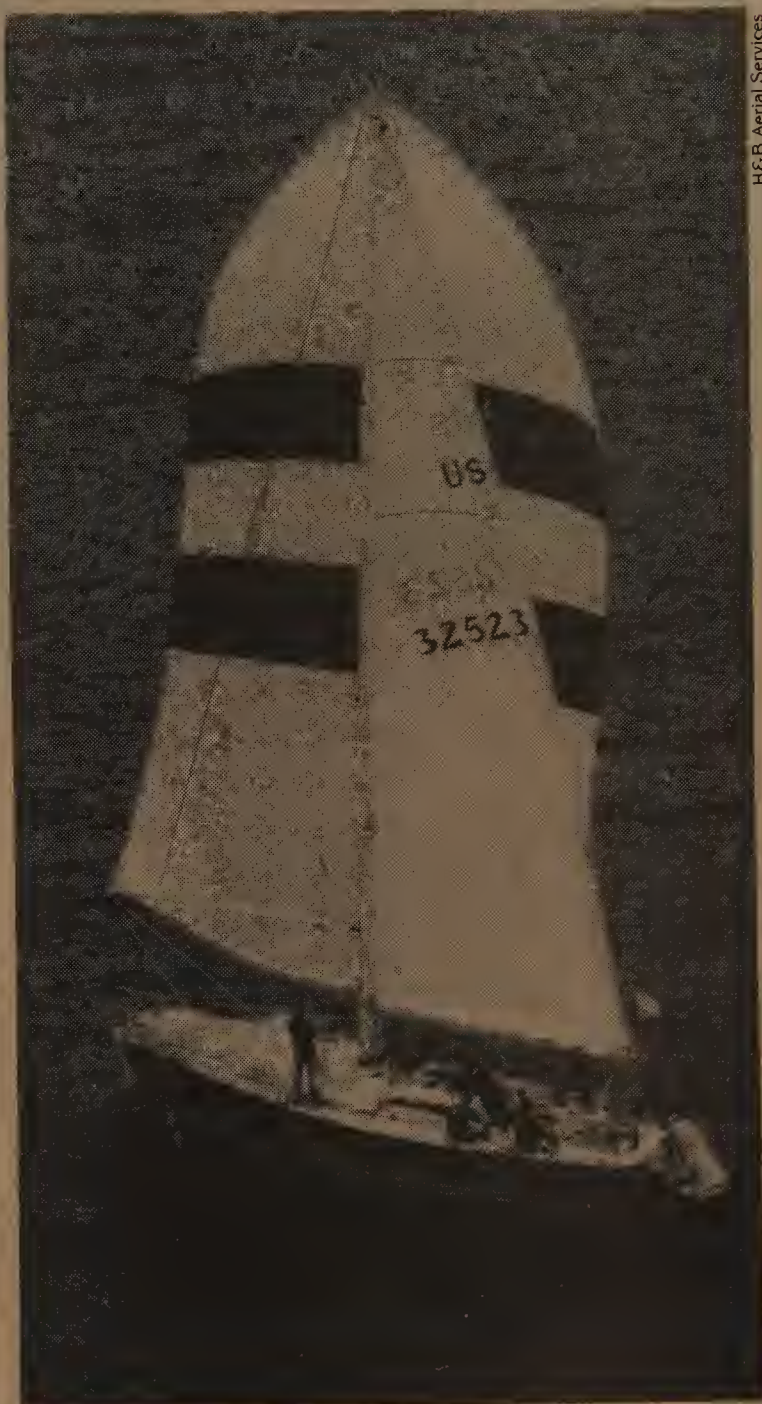
Sails in need of repair may be dropped off at:

Svendsen's in Alameda

West Marine Products in Oakland

Boaters Supply in Redwood City

**SAILMAKERS**  
**(415) 444-4321**



H&B Aerial Services

VANPIRE\* Winner: Lake Erie Series Falcon Cup

\* Powered by Pineapples

**Richards and van Heeckeren**

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



# BROKERAGE SELECTIONS



**VALIANT 40**

The finest "ready-to-go-to-sea" yacht on the market. With all electronics and gear. Asking a reasonable \$129,500.



**S-2 11.0**

(36') aft cockpit, speed & luxury are married in this outstanding yacht. Owner is anxious. He's already purchased a new boat. \$71,000 sistership.



**FIJI 35**

Built to Lloyd's 100A specs w/Swan quality throughout. This 35 footer ranks as one of the finest cruising yachts afloat today. Her wood & joiner work compare to that of fine furniture. Features: dsl., km/ds., VHF, h/c pres. wtr., dinghy. Immaculate cond. Asking \$78,500.



**CAL 3-34**

The most popular 34-ft one-design on San Francisco Bay. Fully equipped. Asking \$49,900.



**PEARSON TRITON**

One of the finest Tritons on the Bay. Fresh survey, bottom paint & dsl. inbrd. Owner has ordered larger boat. AT OUR DOCKS. Asking \$18,250.



**24-ft NIGHTINGALE**

Great Bay and Lake boat with trailer. Ready and waiting now! 16,950.

19' Alacrity, '68, .....\$5,500	25' Irwin, '71, .....9,000	27' O'Day, '77, .....21,500	32' Islander, '76, .....58,500	37' Fisher, '78, .....125,000
20' Cal-20, '66, .....4,750	25' McGlasson Bahama, '73 10,000	27' Santa Cruz/trlr, '74, .....20,000	32' Marleholm, '74, .....44,500	37' Irwin, '80, .....75,000
21' Custom, '63, .....3,800	25' Nordic Folkboat, '60, .....10,000	27' Santana, '72, .....15,500	32' Targa, '78, .....51,000	38' C&C, '79, .....87,000
21' Islander, '65, .....4,500	25' Samouri V-1, '70, .....10,000	27' C&C, '81, .....47,500	32' Traveller, '77, .....69,900	38' Ericson, '80, .....97,800
21' Northwest, '78, .....10,000	25' Seidelman, '78, .....18,950	28' Hawkfarm, '76, '76, '79, .....2 from 23,000	32' Sall Sloop, '74, .....45,000	39' Cal, '71, '80, .....2 from 76,500
22' Columbia, '69, '682 from 4,750	25' Tanzer, '77, .....11,000	28' Islander, '81, .....41,950	32' Pearson Vanguard, '63, 32,500	40' C&C, '79, .....129,000
22' Tanzer, '72, .....6,500	26' Columbia MKII, '72, '69, '70, .....3 from 11,900	28' Pearson Triton, '60, '60, .....2 from 18,250	32' Vanguard, '65, .....34,500	40' C&C Custom, '79, .....105,000
22' Venture, '71, .....4,500	26' Dawson, '77, .....18,500	28' Spirit 28, '79, .....36,500	33' Alden Pinky, '50, .....22,500	40' Lady Helmsman, '79, .....68,500
23' Clipper Marine, '76, .....7,500	26' Excalibur, '66, .....11,150	29' Cal 29, '74, '74, .....2 from 29,500	33' Morgan P.H., '81, .....75,000	40' Mariner, '68, .....90,000
23' O'Day, '78 w/trlr, .....15,500	26' Pearson Ariel, '63, '65, .....2 from 10,900	29' Columbia 29 Defen, '66 17,200	33' Ranger, '74, '78, .....2 from 47,500	40' Vallant, '77, .....129,500
23' Ranger, '76, .....14,000	26' Pearson OD, '78, .....18,750	29' Columbia 29 MKII, '66 21,500	33' Tarten 10, '79, .....32,000	41' Cheoy Lee, '78, .....92,000
24' Emerson, '40, .....3,950	26' Ranger, '69, .....13,000	29' Comp. 1000, '73, .....38,500	33' Windward, '47, .....15,000	41' Morgan OI, '79, .....120,000
24' Columbia, '65, .....10,000	26' S-2, '78, .....17,000	29' Farallon, '76, .....40,000	34' Atkins ketch, '63, .....19,500	42' Spenser, '66, .....79,000
24' Flicka, '81, .....29,900	26' S-2 7.9, '82, .....26,200	29' Islander, '66, .....18,000	34' Cal 3-34, '82, .....49,900	42' Golden Wave, '81, .....145,000
24' Gladiator, '64, .....8,500	27' Albin Vega, '74, '76, .....2 from 19,900	30' Custom 3/4 Ton, '76, .....41,000	34' Endeavour, '79, .....55,000	43' Westsail, '76, .....145,000
24' Islander Bahama, '69, .....8,500	27' Cal, '73, .....17,500	30' Ericson, '68, .....32,500	34' Hans Christian, '79, .....91,750	44' Concept, '81, .....100,000
24' Nightengale/trlr, '78, .....16,950	27' Cal 2-27, '75, .....27,500	30' Islander MKII, '71, .....28,000	34' O'Day, '81, .....68,900	44' Peterson, '75, .....117,500
24' Nightengale, '76, .....16,500	27' Cal 2-27, '76, .....26,450	30' Islander, '76, .....28,000	34' Peterson, '80, .....65,950	45' Custom ketch, '74, .....135,000
24' Venture/trlr, '71, .....4,900	27' Cal 2-27/trlr, '78, .....27,000	30' Pearson, '78, .....34,950	35' Cal, '80, .....95,500	46' Morgan, '79, .....179,000
24' Wylie Wabbit/trlr, '82, .....9,000	27' Cal 2-27, '77, .....29,500	30' S-2/Cntr C'Pit, '78, .....42,500	35' Ericson, '79, .....65,000	46' Sutton, '56, .....90,000
24' Yankee Dolphin, '71, .....14,950	27' Catalina, '71, '80, '82, .....3 from 15,850	30' Tartan, '78, .....44,500	35' Magellan, '65, .....35,500	46' Herreshoff, '74, .....132,000
25' Cal, '71, '75, .....2 from 9,950	27' Cheoy Lee OS, '64, '72, .....2 from 24,000	31' Cal, '79, .....49,500	35' Santana, '79, .....79,500	47' Olympic OS, '74, .....134,500
25' Cal 2-25, '79, '80, .....25,500	27' Pearson, '78, .....45,000	31' Contest, '73, .....49,000	35' Steel ketch, '71, .....30,000	50' Gulfstar, '77, .....150,000
25' Cape Dory, '77, .....15,500	27' Ericson, '76, '78, .....2 from 23,750	31' Mariner, '70, .....45,000	35' Fujl, '75, .....78,500	58' N.Z. Cruis Ketch, '74, 127,000
25' Columbia, '78, .....17,500	27' Newport, '76, .....18,500	31' Pearson, '78, .....45,000	36' C&C, '80, .....81,500	58' Custom ketch, '75, .....270,000
25' Coronado, '67, '662 from 7,150	27' Nor'Sea, '79, .....44,950	32' Clipper Marine, '76, .....19,900	36' Columbla (cstm), '69, .....59,500	
25' Cruise Folkboat, '59, .....7,900		32' Columbia 9.6, '77, .....41,995	36' Columbla, '73, .....49,500	
25' Ericson, '78, .....15,500		32' Ericson, '77, .....37,500	36' S-2/aft c'plt, '79, .....73,500	
			36' S-2/11.0A, '79, .....71,000	



We guarantee a berth with every new and used boat we sell.

Authorized Dealers for:

Mason 43, Norseman 447, Cal Boats 25, 31, 35 & 39,  
The Globe 38, Sabre Yachts 28, 30, 34 & 38, Farr 34' 1020  
O'Day 28, 30, 34, 39, Sceptre 41, Tollycraft 25' to 61'

## GORMAN & THOMSON, LTD.

1917 Clement St., Alameda (by Svendsen's Boat Yard) (415) 865-3662

Bill Gorman, Chuck Thomson, Jack Meagher, Tom Hieronymus, John Poulson, and Rich Cosby



# SABRE 38

# FARR 10<sup>20</sup>



The most advanced production yachts  
in the world, built in the  
SABRE tradition of excellence.  
"Get the edge."



"Boat of the year", Sidney  
"Boat of the year", Auckland  
Best of Show, San Leandro  
One-design now forming

- ★ Fin keel, 6'6" draft.
- ★ Hand-laid fiberglass.
- ★ Teak interior.
- ★ Teak & holly sole.
- ★ Non-skid deck.
- ★ Foredeck anchor well.
- ★ Superb ventilation.
- ★ Internal halyards.
- ★ Lewmar winches.
- ★ 12 volt & 110 volt systems.
- ★ Bonded electrical system.
- ★ Westerbeke 33 diesel.
- ★ Accomodations for six.
- ★ 6'3" headroom.
- ★ Pressure hot & cold water & shower.
- ★ Three-burner stove.
- ★ Precise attention to detail.

Sailaway for  
**\$114,534**

- ★ Built to tight tolerance for One-Design class racing.
- ★ Spacious teak cruising interior with New Zealand wool cushions, & accomodations for six.
- ★ Stiff, reponsive & easily handled by one or more as a family cruiser/racer.
- ★ State-of-the-art "instant" hot water heater with pressure water & shower.
- ★ Compressor driven refrigerator & freezer.
- ★ Six gallon holding tank & overboard discharge head system complete with macerator pump.
- ★ Full spinnaker gear.
- ★ Hood Gran Prix sails — •#1 jib mylar; •#2 jib mylar; •#3 jib mylar; •tri-radial spinnaker; •main with three reefs & sail cover.
- ★ Rod forestay with twin stay.
- ★ LPG stove with oven.
- ★ Back stay adjuster.
- ★ Boom vang.
- ★ Lewmar winches and hatches.
- ★ All halyards & reefing led aft to cockpit.
- ★ Volvo diesel engine.
- ★ Hull & deck construction hand-laid up.
- ★ No running backstays.

One-Design Class Now Forming, The First Six Boats  
Equipped As Above will Be Offered For:  
**\$74,800.00**



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Authorized Dealers for:

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The Globe 38, Sabre Yachts 28, 30, 34 & 38, Farr 34' 1020  
O'Day 28, 30, 34, 39, Sceptre 41, Tollycraft 25' to 61'

## GORMAN & THOMSON, LTD.

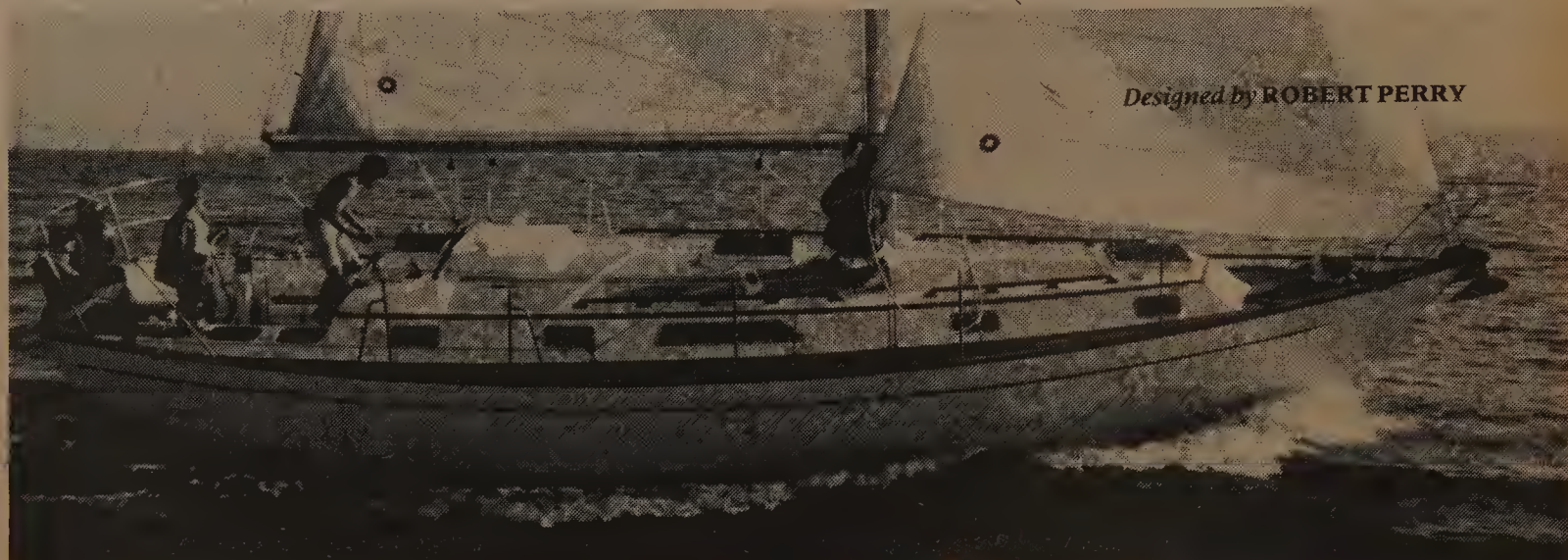
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# P A S S P O R T

## ANNUAL RENDEZVOUS AND OPEN HOUSE October 29—30



### **PASSPORT 40 Regatta—October 29:**

Nine Passport 40's will race for the Passport Perpetual Trophy to be presented by Robert Perry, the designer of the Passport 40, at the annual Owner's dinner.

*Limited crew positions are available*

### **Open House and Seminars—October 30th:**

Open House on the PASSPORTS—a number of Passport 40's and Passport 42's will be open for inspection. Their owners will be on hand to share their experiences and discuss their boats. You will have the opportunity to see a number of different interior arrangements and deck plans, and see how each Passport is customized to meet the owner's individual needs.

SAIL ON THE PASSPORTS—Experience Performance Cruising first hand! Owners will take interested parties for a demonstration sail on the PASSPORTS. Register early because space is limited. Don't miss this opportunity.

#### **PERFORMANCE CRUISING SEMINAR:**

■ **"The Contemporary Performance Cruiser"—Robert Perry**

The popular designer of the Passport 40 and new Passport 47 will share his views on design and construction considerations for the performance cruiser.

■ **"Cruising in the Fast Lane"—Dee Smith**

Manager of the Horizon Sail Loft and international ocean racer will speak about maximizing your cruising performance and safety through proper sail selection sailing techniques.

■ **"Quality Yacht Construction: Fact and Fiction"—Wendell Renken**

The builder of the Passports, and eight year resident of Taiwan, will answer your questions and address the myths related to yacht construction.

*Please R.S.V.P. to Assure a Space Reservation.*

Don't miss this opportunity to view the PASSPORTS and see the best value available in contemporary performance cruising.

Passport 40—\$112,500    Passport 42—\$123,000    Passport 42 Pilothouse—\$133,000  
Passport 47—Center Cockpit \$168,000/Aft Cockpit \$162,000  
Passport 51—Center Cockpit \$220,000/Aft Cockpit \$214,000



## PASSAGE YACHTS

1220 Brickyard Cove Rd.  
Pt. Richmond, CA 94801 (415) 236-2633

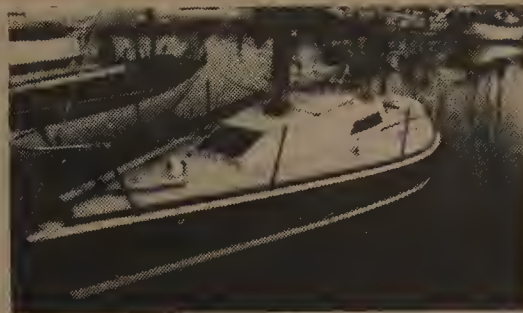


# CONTENTS

15	subscription
19	calendar
29	letters
69	loose lips
78	sightings
98	big boat series
108	big boat results
110	mmb to benicia
112	max ebb
116	knarr championships
118	what's your bag
122	america's cup
126	ice milk run
128	notes on the north
132	s.f. challenge
138	santa cruz 27
142	ready for mexico
146	windjammer
148	syra champs
152	stan honey
158	the racing sheet
164	changes in latitudes
174	classy classifieds
184	advertiser's index
185	brokerage

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Sailing in search of surf  
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## Featured Experienced Yachts




**HAWKFARM 28 1978**—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spinners, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawkfarm is a soundly built, fun raceboat that offers exceptional room and comfort below decks.

**\$26,500 reduced**

25' SANTANA 525, 1978, Race Equipped	16,500
25' O'DAY, 1978, Family Sailer	17,500
26' CLIPPER, 1973	8,500
27' CATALINA, 1973, Sharp, very clean, hard to find	17,500
27' COLUMBIA, 1978, 8.3 inboard very clean	28,500
27' SANTANA, 1972, super shape BEST BUY	15,500
27' C&C, 1981	Offers
27' O'DAY, 1976	25,000
27' ROYAL VIKING SLOOP, 1963, Wood Beauty	15,000
28' CAL, 1967	16,500
28' ISLANDER, 1977, Race equipped	34,000
28' HAWKFARM, 1978, Reduced	26,500
29' CAL 2-29, 1975, Diesel, Wheel, Rl. Furling	31,750
30' CONTEST, 1970	24,500
30' NEWPORT MKII, 1977, Club Jib & Race Ready	37,500
30' SANTANA, 1976, Diesel, New Paint, Loran	35,000
30' CATALINA, 1979, Wheel, Rl. Furling, Dodger	36,000
30' ISLANDER MKII, 1971, Spin. Gear, Dodger	28,000
31' MARINER, 1970, Full Keel Ketch	45,000
31' CAL 31, 1979, Sharp with Good Gear	49,000
32' VANGUARD, 1965, Proven Cruiser	35,000
32' NANTUCKET CLIPPER, 1971, English Yard	46,500
32' ISLANDER, 1977, Custom Features	53,950
33' CHEOY LEE CLIPPER KETCH, 1979, Loaded	66,700
33' TARTEN 10, 1979	37,000
34' PETERSON 34, 1980, Stiff Racer/Cruiser	69,950
34' TRADE-WINDS SLOOP, 1970	30,500
35' FANTASIA, 1979, Cruise Ready	84,000
35' SANTANA 35, 1979, 1/2 Interest Available	79,500
35' ERICKSON 35, 1976, Spinnaker Gear, Hull LPU	55,000
35' ERICSON 35, 1975, Full Race, 13 winches	49,950
35' C&C 35 MKII, 1974, Race Ready, Loran C	67,500
36' C&C, 1979, Fully Found	88,750
36' PEARSON, 1973, Ocean Ready, Life Raft	61,000
37' RAFIKI, 1980, Loran C, Sat Nav	92,000
37' GULFSTAR 37, 1978, Cruise Equipped Tan Bark Sails	85,000
37' ENDEAVOUR, 1982, a beauty	89,700
38' C&C, 1978, Race Ready, 18 bags, Hydraulics, asking	79,000
39' CAL, 1971, Ocean Cruiser-Wind Vane	70,000/Offers
39' "LOKI" YAWL, 1953, Total Recondition	120,000
39' FREYA, 1978, Veteran cruiser, fully equipped	115,000
40' C&C, 1979, Perfect Condition	129,500
40' C&C 40, 1979, Custom Signet 4000, 10 Sails	105,000
40' KETTENBERG, 1961, Wood, South Pacific Veteran	45,000
40' CAL, 1966, Very Well-kept	72,000
41' MORGAN, 1974 OutIsland Absolutely BRISTOL	89,900
41' OVERSEAS 41, 1975, Ketch Cruise Ready	69,000
42' PASSPORT 42, 1980, Perfect Condition	127,000
43' ENDEAVOUR, 1979, Center Cockpit Ketch	149,000
43' PORTOBELLO KETCH, 1964	99,000
44' PETERSON 44, 1974	117,500
45' CSTM NEW ZEALAND KETCH, 1974	135,000
50' GULFSTAR CNTR COCKPIT KETCH, 1977	159,000

ED MILANO, BROKER

 **PASSAGE YACHTS**  
(415) 236-2633



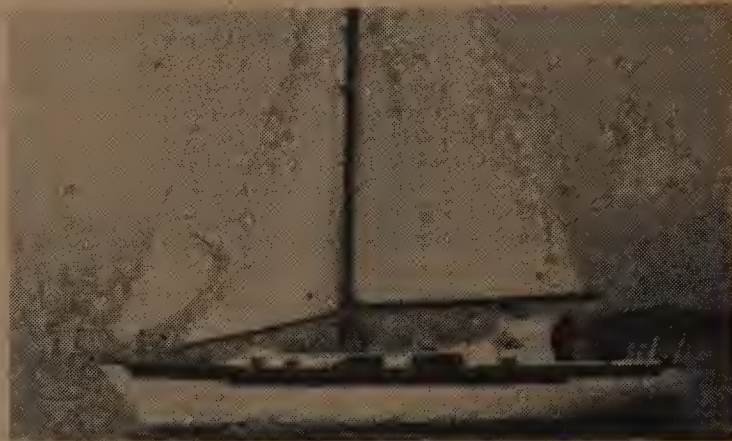


# PASSAGE YACHTS

**FEATURED BROKERAGE**  
From Your Performance Cruising Center



**43' ENDEAVOR 1979**—A roller furling main, roller furling genoa and mizzen simplify sail handling aboard this American-built cruiser. She has sailed the East Coast and Gulf. Enjoy spacious liveaboard accommodations with 6'6" headroom and three cabins. Equipped with a stand-up refrigerator-freezer, combi, auto pilot, five sails and life raft. **\$149,500**



**42' Passport 1981**—An elegant, performance cruising cutter designed by Stan Huntingford. Professionally maintained and equipped with only the best. Included are five sails, deluxe dodger, battery charger, Dickenson diesel cabin heater, Barient self tailing winches, Perkins engine and more. Ideal liveaboard-cruiser. A very stiff, fast sailing yacht. Excellent Value. **\$127,000**



## Sistership

**35' C & C MK II**—A blue hulled beauty. Excellent bay racer. Now located Morro Bay, with full electronics and a complete sail inventory. New Loran "C" and VHF. Very well maintained, exceptional sailer and still a winner. Ready to cruise or get into competition. (PHRF 120) **\$67,500**



**36' Pearson**—A Bill Shaw design with fin keel and skeg rudder. Full offshore equipment with 8 man life raft and ocean survival kit. 13 sail inventory with all sails inspected, restitched and recut where needed. All Barient winches with #30 as primaries, #26 as secondaries. VHF, Windspeed, Windpoint, Knotmeter, RDF, MOP and equipment, Anchors & safety gear. In very good condition with all necessary gear to go for it. **\$61,000**



## Sistership

**37' Rafiki 1980**—A well found, seakindly, blue water cruising cutter constructed with an Airex core hull. Aluminum spars, Sails by DeWitt and Pineapple. Fully equipped with Trimble Loran, Mag-navox Sat Nav & full instrumentation. In superb condition. Call for full inventory. **\$92,000**



**41' Morgan 1974**—This yacht sparkles from lavish professional attention to every detail. . . . Engine compartment is a joy to behold with a replaced Perkins 4-108 (25 hours). Equipped with forced air cabin heat, refrigeration, microwave, auto-pilot, Lewco charger and dinghy. Customized cabinetry and new upholstery spells comfort and practicality in three cabins. Cruisers and live-aboards, this is a must see. **Reduced \$89,500**

**1220 BRICKYARD COVE ROAD,  
POINT RICHMOND, CALIFORNIA 94801**

**(415) 236-2633**





**27' Catalina 1973**—The perfect choice for the new sailor, a very good sailer with very good re-sale. Very clean and well maintained. VHF, Depthsounder, Tape deck, Charger/converter, Alcohol & electric stove, Lifering buoy and knotmeter. Call for full details.  
**\$17,500**



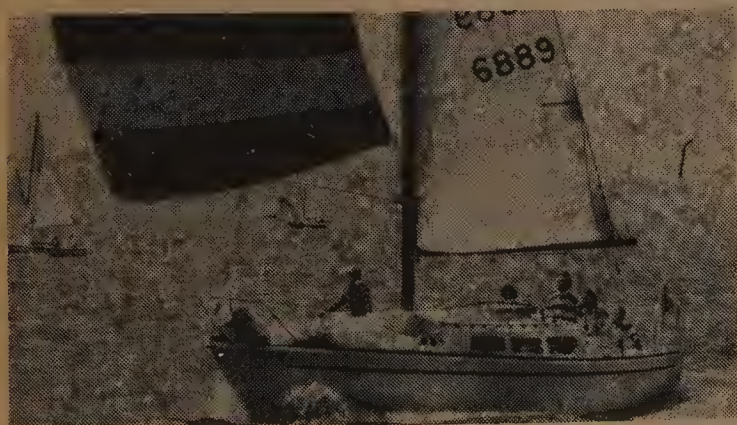
**30' Catalina 1979**—An excellent example of a popular one design family racer/cruiser. Very low usage and outfitted for short handed sailing with roller furling headsail and lines led aft. Equipped with a dodger, wheel steering, Lewmar winches, Danforth anchor, and much more. Call for full inventory.  
**\$36,000**



**31' Mariner 1970**—Excellent example of Far East craftsmanship. Full keel, ketch rig. Equipped with Berdix autopilot, Perkins diesel, pressure water, Avon inflatable, knotmeter, windpoint, windspeed, recording depth, VHF, RDF, 2 mains, 170% roller furling, genoa, 100% jib, spinnaker, mizzen staysail, mizzen, generator, refrigerator & more.  
**\$45,000**



**27' Santana**—A very clean family owned 27 footer that has cruised the bay & delta for the past 8 years. Equipped with a club-footed jib and 150% genoa, VHF, 110 volt shorepower, anchors, safety gear and delta awning she is ready to give a family instant joy. Come sail her for yourself.  
**\$15,500**



#### *Sistership*

**30' Newport MK II**—A Mull designed winner which has become a topnotch racing and social fleet. Stiff and fast, this boat offers a club jib for cruising plus complete racing gear & sail inventory. Well maintained. Folding prop, new CNG stove, new internal halyards. Enjoy the best of competition or cruise single handed with ease.  
**\$37,500**



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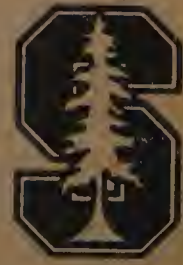
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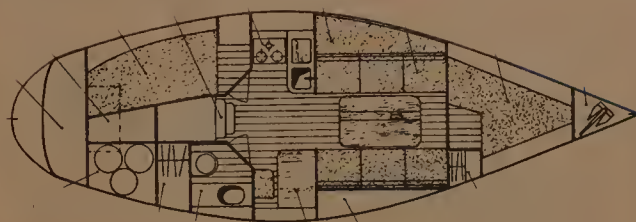




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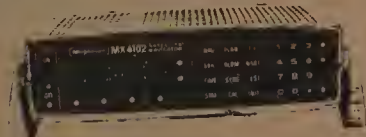
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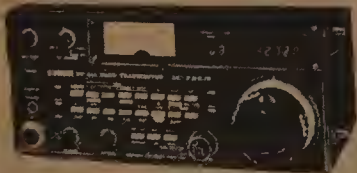
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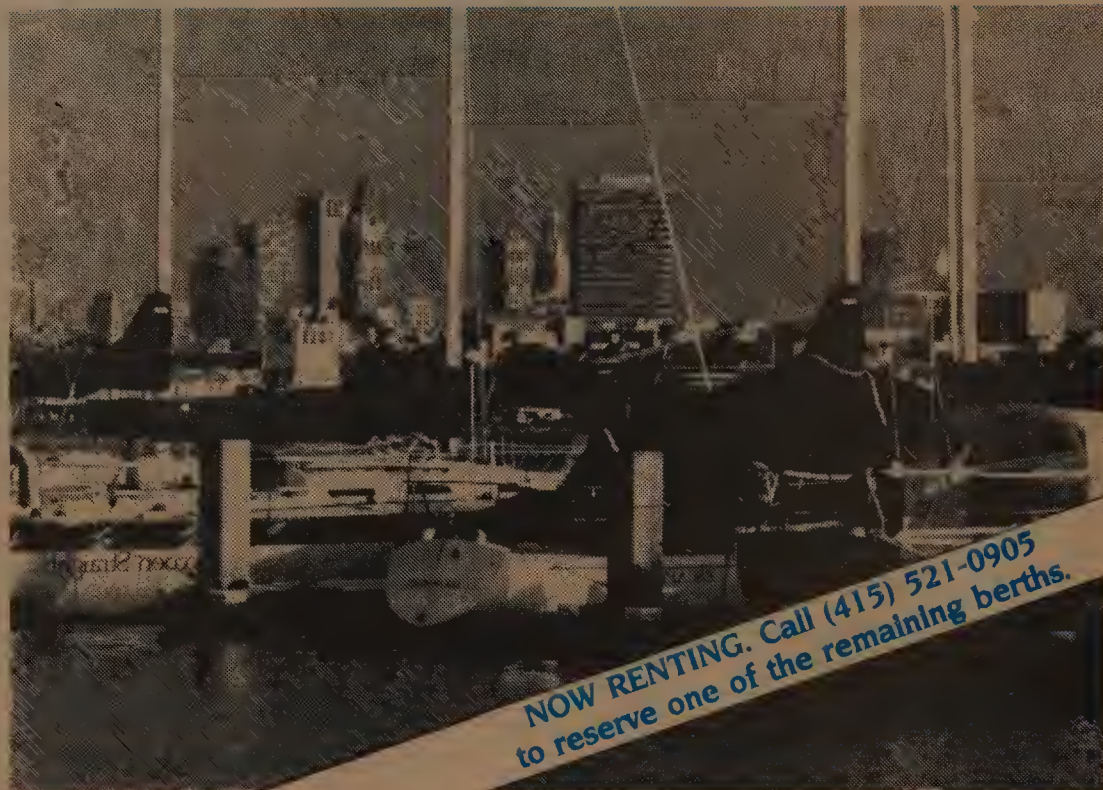
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Take Webster Tube to Alameda, exit (first right) onto Mariner Square Loop and follow road to Bethlehem Way, left on Bethlehem Way to Marina Village Yacht Harbor and harbor master's office.

- This superb location is a short distance southeast of Mariner Square. The Alameda side of the Oakland Estuary features excellent weather and is close to the best sailing areas of the Bay. You don't want to miss out on the recreational, commercial and residential opportunities Marina Village will provide.

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## Pacific Marina, Alameda, CA 94501

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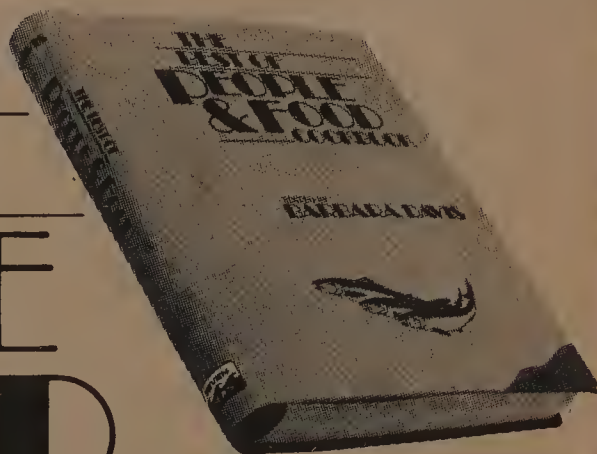


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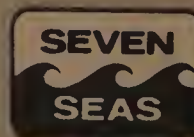
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**12 METERS.** Both 1983 America's Cup contenders selected Sobstad as a primary sailmaker (and the tacticians on both boats were from Sobstad lofts: Tom Whidden of Sobstad/Connecticut on **Liberty** and Hugh Treherne of Sobstad/Sydney on **Australia II**).

**BIG BOAT SERIES.** **Camouflage**, **Tomahawk**, **Pendragon**, **Great Fun**, **High Roler**, **Samurai**, **Illusion** . . . just a few of the top boats sailing with the Sobstad edge.

**IOR/HDA.** Some of the first new Sobstad Sails in Northern California were designed for Gary Clifford's Express 27 **Light'n Up** and **Thunder**, Don Horn's Wylie 34. Horn promptly took 1st OVERALL in the Duxbury-Lightship Race and Clifford has been unbeatable with 4 STRAIGHT FIRSTS in HDA Div. H and 1st OVERALL in the Windjammer Race.

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# CALENDAR

## Non-Racing

**September 29-October 2** — Newport Beach's Brokerage Sailboat Show at the Lido Marina Village. A So.Cal. look at what's new and used. Lee Gjølme, (714) 673-9360.

**October 1-2** — Vallejo is the place to be with a Wine and Cheese Expo featuring Napa County's finest and a Whaleboat Regatta. Who could ask for more? Vallejo Tourist and Conference Bureau, 2 Florida St., Vallejo, (707) 644-5551.

**October 2** — Used-in-the-water Boat Show in San Rafael. (415) 454-7597.

**October 4** — U.S. Coast Guard Auxiliary starts a free 13-lesson class in sailing and seamanship at the Corps of Engineers S.F. Bay Model Visitor Center, 2100 Bridgeway, Sausalito, Tuesday & Thursday evenings. 7:30-9:30 p.m. Vincent McCarthy, (415) 456-9303.

**October 5-9** — The first ever Stockton Boat Show. Dawdle in the Delta in old Tuleburg, as Stockton was once known. Entertainment, displays, and boats, boats, boats. Olive Davis, (209) 466-7066.

**October 7** — First Friday Flicks at the Berkeley Yacht Club with a racing film by Warren Miller, "Hot Yachts — Cold Water". Mike Young, (415) 548-1210.

**October 8-9** — First annual Antique Boat Show and Concours in the new Emeryville Cove Marina, Emeryville, sponsored by the Master Mariner Benevolent Assoc. Inspect first hand the yachts which sail in the Master Mariner Regatta on Memorial Day. Starts at 10 a.m.

**October 12** — Slide show of the schooner *Stone Witch* — her expeditions around the Pacific. Fort Mason Conference Center, 7:30 p.m. (415) 431-4590. Also October 28 at Metropolitan YC, Jack London Square, Oakland, 7:30 p.m.

**October 13,17,20** — Shipboard cooking demonstration workshops in Sacramento, Richmond, and Vallejo by Lynne Orloff-Jones. See and taste the results of short-cut cooking. (707) 557-0578.

**October 15** — Island Yacht Club's Ocktoberfest at Alameda Marina 6:30 p.m. German music and food, also Commodore's race. (415) 521-2980.

**October 15** — Svendsen's Marines 11th Annual Flea Market. 10 a.m.-4 p.m. No charge, but bring tables. 1851 Clement Ave., Alameda, (415) 521-8454.

**October 21-30** — 15th annual Long Beach International Boat Show at the Long Beach Convention Center. Over 400 boats from 8 to 25 feet plus hundreds of accessory exhibits. (213) 595-4364.

**October 22** — Refloating party at Sausalito Cruising Club. Dixieland Jazz, Hungarian dinner, and full bar. (415) 332-9922.

**October 22-23** — Island Yacht Club cruise to Angel Island. The more the mariner. (415) 521-2980.

**October 29** — Benicia Marina Grand Opening. Come for a day of fun and celebration: food, music, entertainment, displays by Master Mariners, World Class Racing Sailboats. Larry Gibbs (707) 745-4811 or George Morris (707) 745-0540.

**October 29-30** — The first Loch Merritt Monster Halloween Boat-A-Thon, sponsored by Oakland Parks and Rec. Prizes and fun, all proceeds to benefit the Lake Merritt Adapted Boating Program. Glo Webel (415) 444-3807.

## Racing

**October 1** — Cal 20 fleet celebrates its Roaring 20's anniversary with a race of past champions. Betsy Leth, (415) 435-4874.

**October 1** — The Nimitz Regatta, an end of the season affair with



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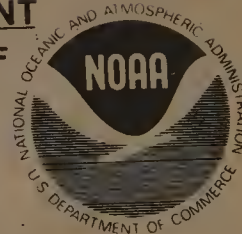
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Howard,

Possibly you'll have a place on the wall of the loft for this picture. It was taken just before the start of the 1983 Astoria to Victoria race just off the mouth of the Columbia River. The following are the results of the four major races we've entered this year.

Oregon offshore (Astoria to Victoria) 1st in class, 1st overall

Juan De Fuca 2nd in a class of 73, 4th overall  
Protection Island race (Seattle) 1st in class, 1st overall

Six Pac Race (Portland to Astoria & back — six races) 1st in class, & 1st overall.

In addition to these races *Pegasus* placed 1st in local races earlier in the year & is currently 1st in the series under way. A lot of preparation went into the boat & equipment & all the Sutter sails have been great.

Thanks for all the help,

*John Becker*

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# CALENDAR

a two-foot high perpetual trophy to sail for. Bobbi Tosse, (415) 939-9885.

**October 1** — Kauai Iki Challenge Cup. Team racing and IOR and PHRF divisions in a dash to the Lightbucket with the finish and partying at Ballena Bay. Tom Montoya, (415) 865-6641, or Glen Miller, (415) 523-5438.

**October 1-2** — All-Islander Regatta, sponsored by the San Francisco YC. Big party on Saturday night. Fred Conta, (415) 951-5610.

**October 1-2** — Morro Bay Yacht Club's Lido Invitational. Lots of Lidos. Fran Wysocki, (805) 772-8328.

**October 1-2** — Catalina 38 National Association's fifth annual National Regatta in Southern California. Races in the waters off Long Beach. John Gobbell, (714) 476-2258.

**October 2** — Lake Tahoe Windjammers Double Handed Race. Jim Hildinger, (916) 577-3593.

**October 2** — Singlehanded Sailing Society's third annual Vallejo race. Solo the first day and doublehand the second. Ants Uiga, (415) 326-6741, Jean Haynes, (415) 523-6200.

**October 8** — The 11th Annual Circumnavigation of Alameda — Sir Francis Chichester. For info. call Jean at Seabird Sailing, (415) 548-3730.

**October 8-9** — Richmond Yacht Club sponsors the Wylie Wabbit Nationals. (415) 237-2821.

**October 8-9** — Eighth Annual Berkeley YC Women's Cup, one of the original ladies-only races on the Bay. Bobbi Tosse, (415) 939-9885 or Ruth Brooke, (415) 526-4899.

**October 15-16** — Calvin Paige Memorial at the St. Francis Yacht Club with Olympic Class Stars. (415) 563-6363.

**October 15-16** — Sixth Annual Multihull Racing Association Presidio Invitational Regatta, Presidio Beach, San Francisco. All catamarans welcome, dinner and party Saturday evening. Don Lehur, (415) 592-1712, or Jeff Tusing, (415) 689-5194.

**October 19-22** — El Toro Stampede at the Richmond Yacht Club Sailing in the chips! (415) 237-2821.

**October 22** — United States Yacht Racing Union Annual General Meeting at the St. Francis. (415) 563-6363.

**November 11** — Membership meeting for the Women's Racing Association with speakers and info on their winter and fall series. 7:30 p.m., Golden Gate Yacht Club. Glenda Carroll, (415) 282-7912.

**November 11** — PHRF start of Cabo San Lucas Race. November 12, IOR start. Race to the sun from Long Beach YC, 6201 Appian Way, Long Beach, CA 90803, (213) 594-0995.

**November 19-20** — The new Brisbane Marina's gala dedication with boat show, entertainment and fireworks. (415) 467-1515.

**Summer Series** — South Bay No Name YRA: 10/15; 593-1634. Monterey Bay YRA: 10/15; MBYRA, Box 3284, Carmel 93921 or (408) 424-2525.

**Midwinter Series** — Metropolitan YC: 11/12-13, 12/10-11, 1/14-15, 2/11-12; 771-9500. Golden Gate YC: 11/16, 12/4, 1/8, 2/5, 3/5; 771-9500. Corinthian YC: 11/19, 12/17, 1/21, 2/18-19; 331-8379. Sausalito Cruising Club: 11/5, 12/3, 1/7, 2/4, 2/25, 3/3, 3/17; 332-9349. Richmond YC: 11/27, 12/18, 1/29, 2/26; (707) 642-9870. Sausalito YC: 11/5, 12/3, 1/7, 2/4, 3/3; 332-7400.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

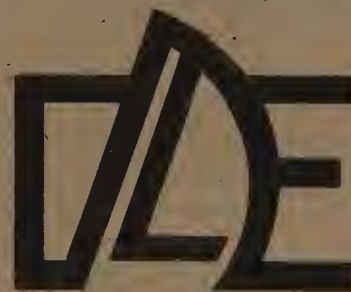
Please send your calendar dates by the 18th of the month to *Latitude* 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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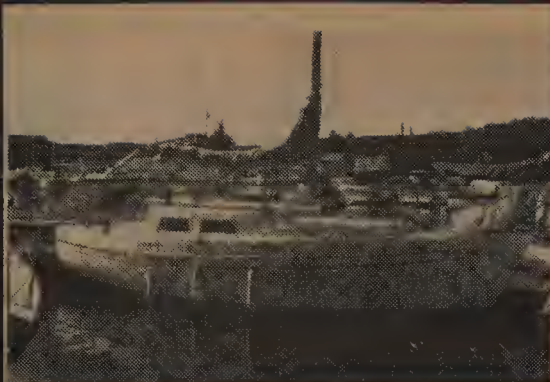
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**29 FARALLON SLOOP, hull #16.** Built in '76, upgraded in '81. Volvo MD 2 aux. Aries wind vane, Barient winches, sails incl. spinnaker, storm jib, 90%, 110%, and 140% headsail. An affordable Hawaii vet. **\$40,000.**



**ISLANDER 30** Palmer auxiliary, roller furling 110% jib, wheel steering, sail covers and much more. Please call for free list on gear. **AT \$29,500.**



**CATALINA 30** 1979 model includes too many extras to list. She shows like new in every respect. Full custom dinette interior. **\$33,900.**



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San Rafael, CA 94901  
(415) 454-7595**



**ISLANDER 32** 1977 model, Volvo aux., full Datamarine dig. instruments, pres. water sys., pedestal steering, 110/12 volt refer., gimballed alcohol stove/oven, Farnet furling, Barient 22A, 16A, 10S winches and more. **WON'T LAST AT \$46,000.**



**FUJI 35 '74** all glass cruising ketch. Perkins 4-104, auxiliary, good inventory of no nonsense cruising gear. **TRY \$69,500.**



**COLUMBIA 35 (10.7 mtr)** 1978 custom cruiser. Yanmar diesel, full weather instruments, VHF radio, std. main, 90% and 110% jib, a real MUST SEE yacht. **SERIOUS AT \$63,000.**



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SPECIFICATIONS:		DISPLACEMENT:	12,400 lbs.
LOA:	37'1"	BALLAST:	5300 lbs.
LWL:	31'8"	SAIL AREA:	810 sq. ft.
BEAM:	12'2"	MAIN SAIL:	270 sq. ft.
DRAFT: FULL KEEP	5'11"	GENOA:	540 sq. ft.
CENTERBOARD	4'11"/6'11"	SPINNAKER:	1200 sq. ft.



## SAIL BROKERAGE LIST

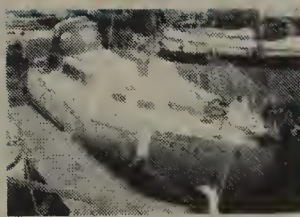
20' Marieholm MS	13,950
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25' Bob Smith 25	15,500
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25' Ericson	14,500
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26' Multi Pocket Cruiser	22,900
26' Nor'sea Pilot house	39,500
27' Buccaneer 270	14,950
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28' Cape Dory	35,900
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36' Alden	60,000
36' Westarly	85,000
37' Freepoint Islander	109,500
37' G & S 1 Ton	75,900
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38' Hans Christian T	From 119,995
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40' Stendest	159,500
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Trintilla 29' A proven cruiser that's an eye pleaser too. Well equipped and ready for warmer latitudes. Only \$29,950. Ask for Dave.



Vega 27' Two of these practical and comfortable little cruisers ready to voyage anywhere your desires take you. From \$24,950. Ask for Dave or Gary.



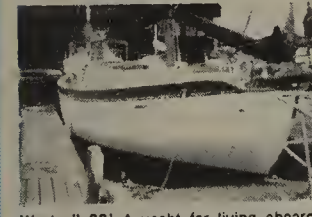
Ericson 35' This yacht has been maintained in excellent condition and is ready to go sailing. She has a very good equipment inventory and is a boat to see. Asking \$69,950. Ask for Dave.



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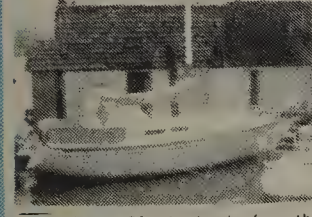
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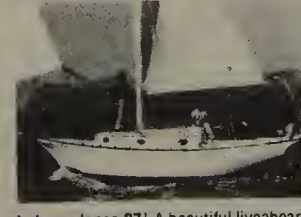
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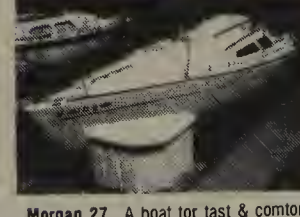
Ericson 25' Swing Keel A fine trailerable cruiser in superb condition ready to go. A must see for the trailer sailor, only \$14,500 w/trailer. Ask for Dave.



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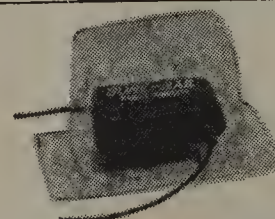
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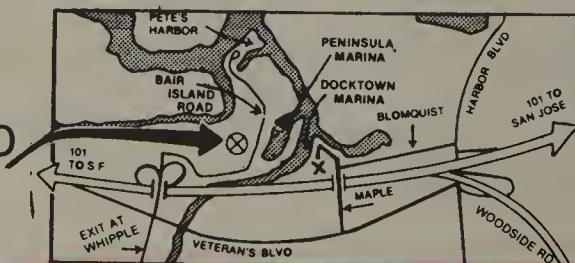
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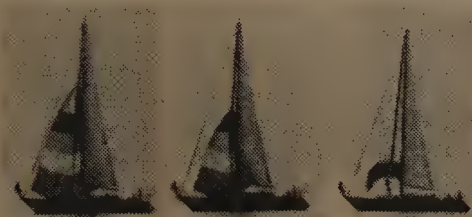
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In the same spirit of fun, we brightened up windward sailing with individually created colored LeechCut™ genoas—12 meter-inspired techno-wonders, dead nuts easy to trim. Score one more for technology and mankind.

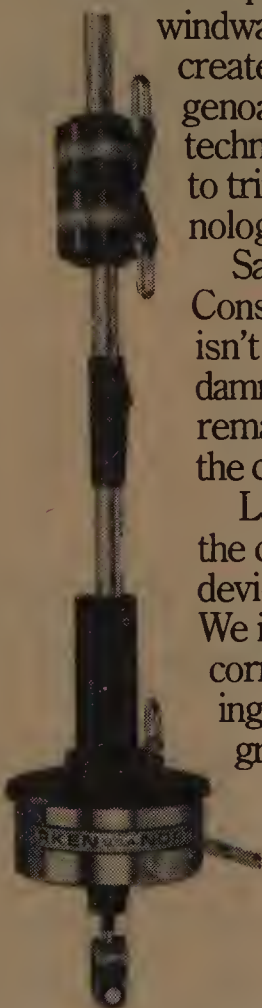
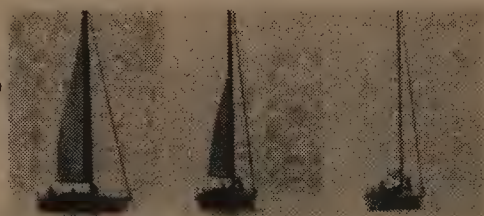
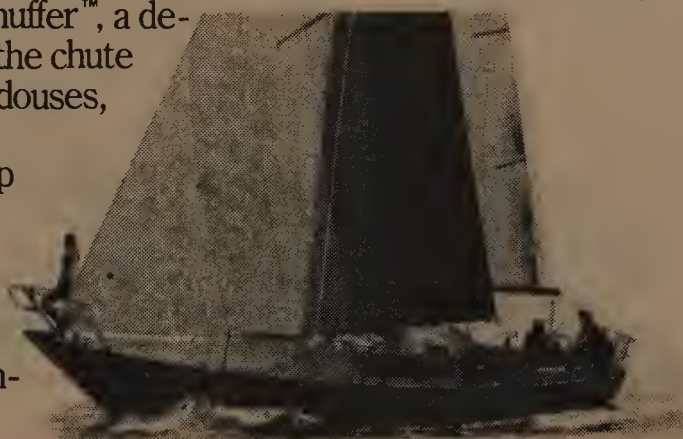
Sailing short-handed?

Consider what cruising guru Don Street said about mainsails: "Handling... isn't the problem, it's *furling* the damned things." North lets you furl the damned things single-handedly with the remarkable Zip Stop System. Who needs the cost and complexity of stowaway masts?

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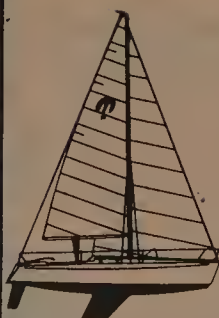


The Olson 30 is easily trailered and can be launched with a yacht club hoist. It has a masthead rig, low wetted surface area and high ballast to displacement ratio.



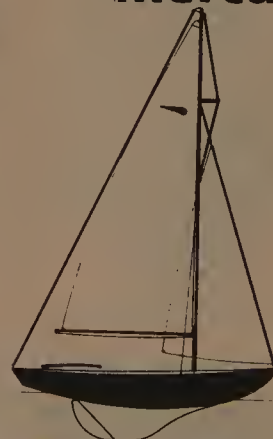
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## Olson 40

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**Islander 21**, Clean with Trailer, \$5,500  
**Columbia 23**, 1974, \$6,950  
**Moore 24**, 2 from \$17,000  
**Catalina 25**, 1981, Fixed Keel, \$16,500  
**Folkboat (Nordic) 25**, 1962, \$7,500  
**Cal 25**, 1979, Diesel, \$24,950  
**Shock 25**, 1963, \$7,000  
**Santana 525**, 1980, \$16,500  
**Pearson Ariel 26**, 1963, \$10,000  
**Cal 27**, 1971, Pop-Top \$16,500  
**Santa Cruz 27**, Trailer, 2 from \$21,950  
**Un-30**, 1980, \$28,000  
**Erickson 30**, 1968, \$32,500  
**Ranger 30**, 1978, very clean, \$39,000  
**Cal 2-30**, Diesel, \$29,000

**"Skldoo" Burns 30 Custom**, 1982, Custom Ultra-light, \$42,000  
**Olson 30**, 3 from \$28,000  
**Custom 30**, ULDB, \$22,500  
**Catalina 30**, 1977, Diesel, \$33,000  
**Windjammer Cutter 30**, 1978, \$28,500  
**Islander 30**, 1976, \$29,500  
**Wylie 33**, 1979, cold molded, \$75,000  
**32' Custom "Third Reef"**, 1978, Ultra-fast, \$33,500  
**Santana 35**, 1981 Diesel, \$66,950  
**Coronado 35**, loaded, \$49,950  
**Erickson 35**, 1974, New Engine, \$46,600  
**Swan 37**, 1972, By Nautor, reduced to \$89,000  
**Faralone Clipper**, 1957 Finest example, \$65,000  
**Crocker 39**, 1964, \$79,000  
**Pearson 424**, 1980, \$149,950  
**Santa Cruz 50**, 1981, \$200,000  
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# LETTERS

## □THE KEYS AND POT

Having resided in the Florida Keys during the big Fed crackdown on dope smuggling, I must agree with you, now is not the time and here is not the place for smuggling dope.

During the "hay days" in the Florida Keys it would not be uncommon for a tourist to rent a \$4.00/hour Sunfish and return from an outing \$30,000 dollars richer having discovered a "square grouper" floating somewhere off of the Keys. The Keys were virtually saturated with pot.

The crackdown out here has been going on for a few years now, and how many boats have you read about being busted for smuggling? If the Feds want to find pot they should trade their life jackets in for hiking boots and go romp around our federal park lands.

The concept of smuggling pot in from Mexico or Columbia to California is like trying to export pineapples to Hawaii. Our "great country" wastes so much money on minor social issues . . . it is our obligation to feed the hungry people of this world, especially our neighbors to the south. If we don't change our attitude in Central America, the last thing on our mind is going to be contraband or pot.

We are going to lose our beautiful neighbors and all that spectacular sailing that goes along with it if we don't act and act quickly. You don't give people who have nothing guns and say fight . . . you've got to give them something to fight for . . . education, health, tractors. When they have pride they will have something to fight for, and when they have that, they probably won't need to fight. We are so stupid and evil. .

Jauquin Sanchez  
San Rafael

*Jauquin — Although dope smuggling has never reached Floridian proportions here in California, it still goes on. On August 24 a Sausalito police officer fished out an all green suitcase from the Bay. The suitcase was colored green on the outside and was green on the inside because it was filled with 15 to 20 pounds of pot.*

*Police figure the contents to be worth about \$12,000. They would like the owner to come and claim it.*

## □NOTHING IS FOR CERTAIN EXCEPT DEATH

I am sure C & B Marine has done an exceptional job of constructing *Etesian*, the 65-ft schooner for Mr. Lamont Cochran of Santa Barbara. And, I am also sure the sight of *Etesian*, under sail, will delight those of us who see her.

But I was not delighted, when I saw the hailing port, Coos Bay, Oregon, on her transom in the July '83 *Latitude 38*.

Perhaps Mr. Cochran has some other reason for documenting his yacht in Oregon, but for most California residents who register their boats there, the reason is avoidance of sales taxes, a very understandable desire.

It seems to me this practice is becoming even more widespread as I observe some of the transient boats passing through our port.

The logical outcome of this is ever-higher taxes for those who do pay, hardly equitable. But it occurs to me that those who avoid their share aren't interested in being equitable anyway, and probably see the tax-paying boater as slightly retarded.

I am certainly not implying that one should enjoy paying taxes. But, we live in this state, usually because it offers advantages that we enjoy, and pay our share, at least dividing the load to make it less oppressive. The ultimate hypocrisy was to oppose the passage of Proposition 13 and then register one's boat in Oregon.

To allow another to pay one's way is usually referred to as freeloading, and it seems there are a number of freeloaders cruising about in very nice yachts.



The *Stone Witch*, a 70-ft square-rigged schooner, just back from a three month expedition in Micronesia is adding a new Hogin Sail or two, then will leave on a Mexico Charter in November.

We invite you to a Slide Show of the *Stone Witch* expeditions in San Francisco Bay, Diablo Canyon, Mexico, Hawaii and Micronesia, which will be shown:

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Catalina	22	Lancer	25	Balboa	27
S. Coast	22	Santana	25	Santana	28
Afarr	24	Gaff/Yaul	25	Islander	29
American	23	Cal-25	25	Lancer	29
Windrose	24	Balboa	26	Islander	30
Challenger	24	Islander	26	Hunter	30
Islander	24	Reinell	26	Catalina	30
Cal	2/24	Hunter	27	Islander	30
Catalina	25	Catalina	27	Hunter	33
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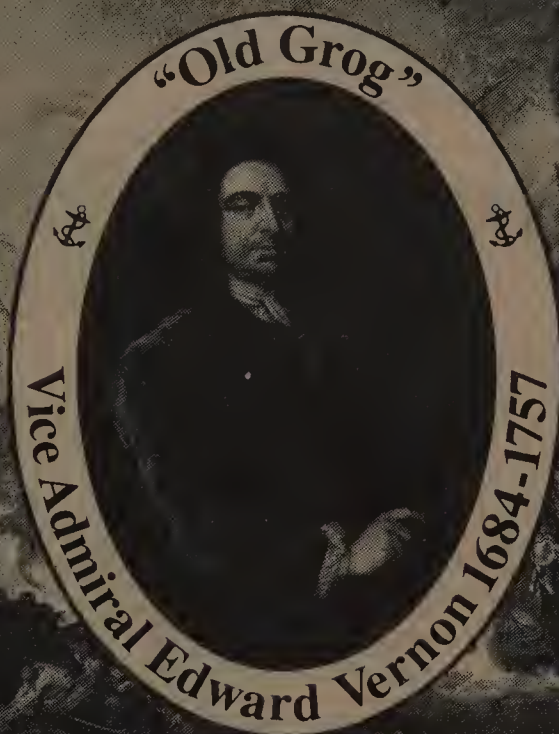
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Vernon, another fighting admiral of Britain's Royal Navy! As Commander-in-Chief West Indies, he soundly trounced the Spanish at Porto Bello. Loved and respected by his men... affectionately known as "Old Grog" from the grogram boat cloak he oftentimes wore at sea. On 21st August, 1740, to stop what he termed "the swinish vice of drunkenness," he issued his infamous Orders to Captains No. 349 whereunder the regulation daily issue of ½-pint Admiralty rum was to be first mixed with water. The watered rum gave great offense to the jack tars, who soon referred to it contemptuously as "grog" from the name they'd already provided Vernon. Thus grog was born...continuously served on board British men-o-war from 1740 until 1970...230 years! Authentic Grog — PUSSEY'S RUM® and water...the most traditional drink on the sea. PUSSEY'S RUM...a Royal Navy tradition... standard issue on board all ships of the Royal Navy when after more than 300 years the daily rum issue was terminated on 31st July, 1970.

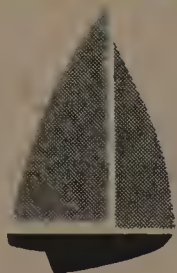
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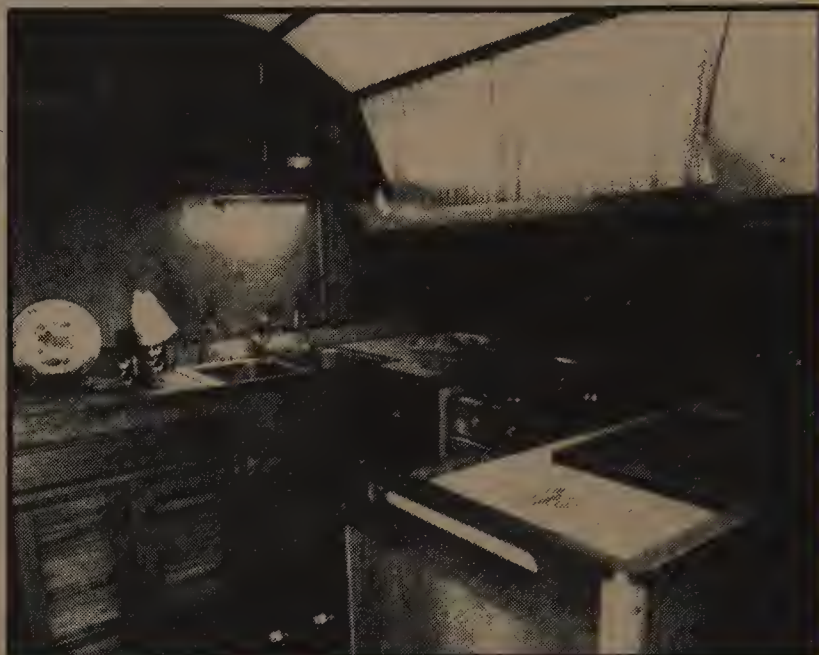
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## Is this your boat?

### Why you want an American boat

The Fast Passage 39' is built by Tollycraft Corp. of Kelso, Washington. Tollycraft is a company with 50 years of experience building quality boats. A West Coast manufacturer gives you the opportunity to make your own quality judgements including visits to the factory and supervision of the construction.



### If you want the comforts of a liveaboard

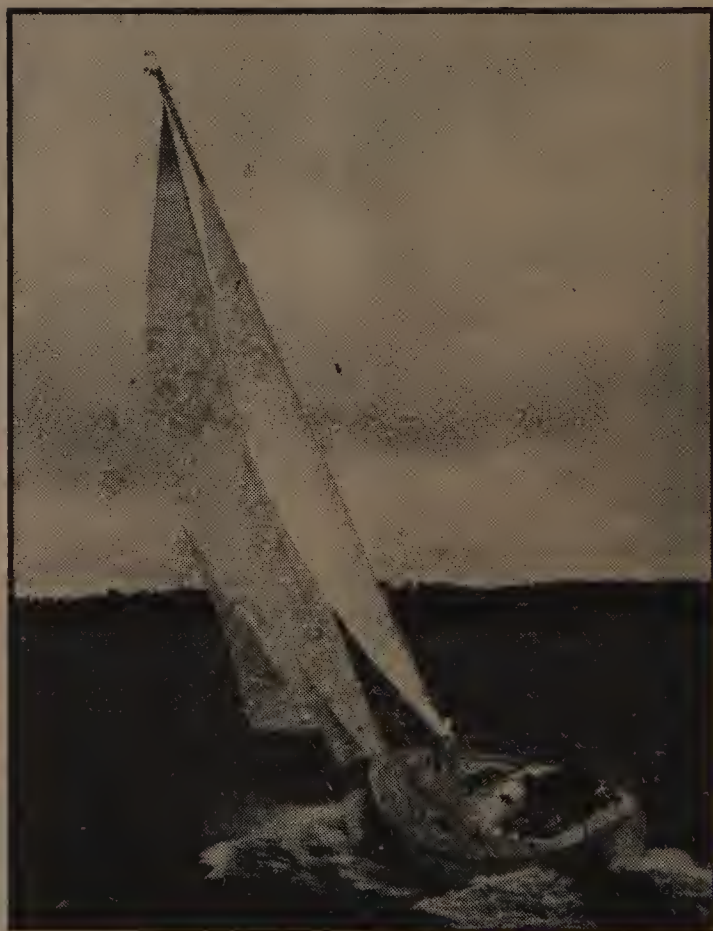
This traditional cruising sailboat provides a warm and dry interior of beautiful hand-rubbed teak, Alaskan cedar, soft lighting, a large fully equipped, useable galley, comfortable berths. Elegant and understated, the interior emphasizes soothing comfort and tasteful beauty.

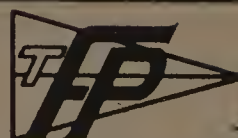
### What is your life worth?

The Fast Passage 39' is bluewater proven and sea water kindly (Francis Stokes sailed the Fast Passage through 100-foot waves in the BOC Singlehanded Race). Rigged for ease in handling, she is designed to withstand the rigors of heavy weather sailing.

### If you're looking for a great cruising boat

the Fast Passage 39' is a traditional bluewater cruiser of unsurpassed beauty which is as suited to sail on the Bay as she is suited to sail to Tahiti.



  
**Fast Passage 39**



# LETTERS

Charles Mace  
Morro Bay

Charles — Just because a documented boat has a hailing port in Oregon does not mean it didn't pay California sales tax. There is no necessary connection between the two.

However it's no news that many people take delivery of boats in such a way — and there are several — so they are not liable for either sales or use tax. Usually this is done with big boats however, because it costs quite a bit of money to set up, so it only makes sense to do it with a rather expensive vessel. (Avoiding paying sales tax on cameras, stereos, computers, etc., by buying them out of state is common, and is the reason for the existence of several stores).

Is avoiding tax being prudent or is it unethical? We imagine an individual's answer to that question is going to depend somewhat on how wisely they believe their tax dollars are being spent. (Did you read in the September 16 Chronicle where starting next year former Board of Equalization — they are the folks who collect the sales tax — member George Reilly will have his pension boosted from \$72,000 to over \$96,000 a year, and that one current board member could retire next year with a pension of over \$80,000?).

And if one does decide that tax avoidance is an abuse, that reaction should be tempered somewhat by the knowledge that cheating the government — and thereby fellow citizens — has been a national mania for more than a few years now. And it's hardly the province of just one economic segment of our society. We've known a good number of people, for example, who work just long enough so they can collect unemployment insurance — usually on some beach in the Mediterranean. There are millions of people who refuse to pay back their government student loans. There's a gargantuan 'underground economy' that's developed specifically to avoid paying taxes. Welfare abuses have been a legion over the years and no taxes are ever paid on the millions upon millions of dollars made on California dope crops each year.

Although we suspect it primarily a sad commentary on how little respect U.S. citizens have for their government today, we doubt if you could drum up ten people in the whole damn country who aren't "freeloaders" to some extent. If it's any consolation, you might take some relief from that fact that the effect of a few boatowners avoiding sales tax is a mere drop in the ocean compared to other abuses.

## □ I TRIED, I DID WHAT YOU SAID

A few years back, you suggested that the manufacturer of imperfect marine equipment should be contacted before writing to Latitude 38, exposing their flawed material. We took your advice and sent Peter Storm, manufacturers of our foul weather gear, the following letter. They have not even given us the courtesy of any reply. This is the letter I sent three months ago to Peter Storm:

Gentlemen:

Three years ago we departed from San Francisco on our sailboat for the cruise to New Zealand and return. My wife and I each purchased a Peter Storm "Atlantic Crossing" foul weather suit of pants and jacket for approximately \$200 per suit. I am unhappy to report that both of these suits were leaking through the fabric about three days out from San Francisco.

We have used these Peter Storm suits no more than ten times during the three years because of the leakage. The last time I wore this suit during a storm on San Francisco Bay, 28th of February 1983, the plastic coating on the inside of the fabric came off in little pieces like a snake shedding its skin.



### AUTOMATIC PILOTS to enjoy sailing more!

CASTLE CS 1 tiller pilot, low power.....	\$405
AUTOHELM 1000 tiller pilot, well known.....	\$415
AUTOHELM 2000 tiller pilot for larger boats.....	\$630
AUTOHELM 3000 easy hook-up to wheel.....	\$659
AUTOHELM 5000 under deck installation to wheel.....	\$1690
SHARP SEAPILOT, dependable for sail and power.....	\$1561
SHARP OCEANPILOT for larger yachts.....	\$2175
MARK V for small motor boats up to 30 feet.....	\$456

### SEXANTS

FREIBERGER YACHT (3/4 size) 2.4x telescope.....	\$355
FREIBERGER DRUM (full size).....	\$445
LUNA Full size with light, 4x telescope.....	\$390
TAMAYA VENUS (7/8 size) with UNIVISION.....	\$422
TAMAYA JUPITER (full size) 4x telescope w/lt light.....	\$494
TAMAYA SPICA Top of the line, 4x telescope with light.....	\$628
CASSENS & PLATH The ultimate brass sextant with FULVEW mirror.....	\$810

### HAND BEARING COMPASSES at drastic REDUCTIONS!

SUUNTO KB-20/360R "see through" plastic case.....	\$16
SUUNTO KB-77/360RL prism type viewing, metal case.....	\$42.50
SUUNTO KB-14/360RT "see through" metal case with tritium light.....	\$45
MINI COMPASS or OPTI COMPASS either one reduced to only.....	\$85 & \$89
SESTREL Sure-Sight, prism magnified compass with tritium light.....	\$75
SILVA Universal, w/lt 2 mounts, use it as back up and tell tale overhead.....	\$69

### DEPTH SOUNDERS

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SEAFARER Repeater for mod. 5 & 700, digital, bulkhead mount List \$199.95.....	\$140
SMR SEALAB Flasher 60 feet/60 fathoms with alarm.....	\$111
SMR SEALAB FLASHER 60 feet/120 fathoms w/lt alarm.....	\$130
IMPULSE DIGITAL 360 feet with alarm.....	\$275
IMPULSE DIGITAL 600 feet with alarm.....	\$300

### VHF RADIO TELEPHONES

RAY JEFFERSON 678, 78 channel handheld.....	\$249
EPSCO 108 Channels, digital keyboard, LCD indicator, 25 Watt, US + Intern.....	\$275

### RADAR DETECTORS

TAMAYA Radar Check.....	Special, only \$85
LO-KATA Watchman List 349.00.....	\$299

### RADIO DIRECTION FINDERS

EPSCO Seafarer w/built-in Sestrel compass, earphones. Great handbearing compass too, digital frequency indicator. List \$349.95.....	\$285
RAY JEFF mod. 670 LCD readout. List \$449.95.....	\$229.50
RAY JEFF mod. 680 automatic DF. List \$629.95.....	\$319.50
LO-KATA handheld, LCD digital display.....	\$475
RAY JEFF mod. 660 Automatic DF.....	\$254

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WALKER KDO Outrigger Log.....	\$279
WALKER ECONOMY, similar to KDO but sling pattern, ideal back up unit.....	\$195
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YAESU FRG-7 communication receiver 0.5 MHz to 30 MHz, 30 bands.....	\$270

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Matching Quartz Clock, made in Germany.....	\$80
Barometer/Thermometer 4" dial, brass case.....	\$72
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TAMAYA precision barometer, black dial silver color brushed case.....	\$168
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### NAVIGATION CALCULATORS

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SWIFT 7x50 rubber coated.....	\$91.50
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## Selected Brokerage

### SAIL

16' 1980 Hobie Cat Sloop	\$3,400
18' 1980 Whitecap Sloop	3,500
18' 1980 Windrose Sloop	8,000
20' 1966 Cal Sloop OB	5,600
21' 1977 Wilderness Sloop 1.5 HP	12,000
21' 1971 Clipper Sloop 7.5 HP	4,000
21' 1974 Santana Sloop OB	3,975
22' 1972 Santana 22 Sloop 6HP	6,000
22' 1966 Santana Sloop 6HP	6,250
24' 1968 Islander Bahama Sloop 6HP OB	6,000
24' 1974 San Juan Sloop 4HP	16,000
25' 1980 Cal-25 Sloop 11 INB	22,500
25' 1967 Coronado Sloop 6HP	7,900
25' 1980 Merit Sloop	21,950
25' 1978 Yamaha Sloop Diesel	22,500
27' 1978 Balboa Sloop	19,500
28' 1979 Lancer Sloop OB Gas	13,750
28' 1977 Lancer W/trailer Sloop 7.5 OB	19,500
29' 1967 Cascade Sloop 12 HP	35,000
29' 1966 Islander Sloop 30 HP	22,000
29' 1979 Lancer MK II Sloop 15 HP	34,000
29' 1962 Rhodes Ranger Sloop 12 HP	16,500
30' 1971 Islander MK II IB Gas	33,000
32' 1973 Westsail Cut Diesel	59,950
32' 1974 Ericson Sloop IB Gas	OFFERS
33' 1981 Morgan Motorsailer Sloop Dsl	75,000
33' 1976 Ranger Sloop IB Gas	52,500
33' 1977 Yamaha Sloop Diesel	53,500
34' 1980 Peterson Sloop Diesel	69,950
34' 1978 Peterson Sloop Diesel	65,000
36' 1979 Islander Sloop Diesel	75,000
36' 1978 Islander Sloop Diesel	79,500
36' 1980 Lancer Sloop Diesel	60,000
36' 1959 Lapworth Sloop Diesel	39,500
36' 1973 Custom Mull Diesel	49,000
40' 1974 Challenger Sloop Diesel	94,000
42' 1940 Alden Cut Diesel	49,000
43' 1976 Westsail Ketch Diesel	145,000
47' 1974 Olympic Adventure Ketch Diesel	134,500

### POWER

22' 1978 Searay Srv 220 I/O	12,000
23' 1974 Bayliner Cruiser V8 Gas	11,000
34' 1977 Executive Fiberform Cruiser Tw IB Gas	62,500
34' 1963 Owens Cruiser Gas I/O	26,000
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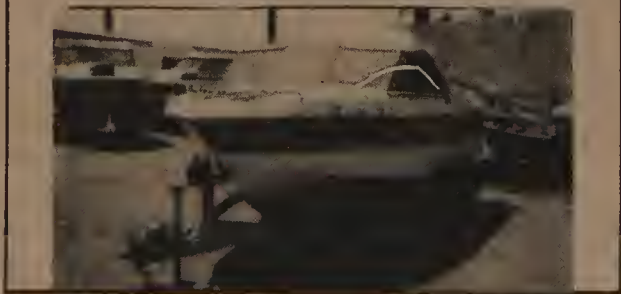


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# LETTERS

*I think that for the price that we paid for these suits, we should have received storm suits that at least kept us dry for more than three days. Consequently, we intend to warn all of our yacht club and cruising friends to avoid purchasing your expensive suits if they are looking for good foul weather gear.*

Conrad and Charlotte Skladal  
Yacht Wisp  
French Polynesia

## □ WATER EVERYWHERE AND NO SOLAR STILL

Perhaps you or some of your readers can help me. We are currently preparing for a 1984 Pacific crossing on our 37-ft Controversy yawl, *Consolation*. One item we've sought to no avail is a solar still for emergency water supplies.

We have heard of them being used, but nobody in our area seems to have one or know where to look. And none of the publications I've checked ever advertise them.

David McElroy  
Somerville, MA

*David — Check with the local folks who pack liferafts, they're certain to be able to supply you with one. And although not exactly the same thing, there was an ad in last month's issue for a manually operated water maker. Check it out.*

## □ OFF THE COAST OF JAMAICA

It all started about ten months ago. I walked on the bridge, and not knowing who to call, made a very unethical VHF broadcast to "any sailboat anchored to the starboard side of the *Tropicale*".

There was an answer and I invited that sailboat crew and their friends to visit the cruise ship I'm on. I will never forget when at noon time 26 persons showed up at the gangway! We had a great afternoon onboard.

Then for the following months every time we would make ports I had the pleasure to meet many, many crewmembers from various sailboats. The names of at least 20 boats come to my mind. I had some of the best times in my life and was always looking for some friends in the anchorages of Puerto Vallarta, Mazatlan and Cabo San Lucas.

Soon the *Tropicale* will be back, but I will not be there this year to meet those people that had become part of our weekly stays in ports.

To all of them I would like to say "thank you" for their friendship. I hope to be back on the West Coast someday, either on the *Tropicale*, or hopefully on my own sailboat. When this happens I will now know who to call on the VHF.

Alan Chabot  
Miami, Florida

## □ "WAIT A MINUTE! THERE'S MORE, ROCKY!"

Lynn does a hell of a job as a salesperson for yachts, but hold on a minute and hear my warning. She doesn't realize it, but she could be responsible for much heartache that could occur from her sales pitch. Many people in America today are confused about their life and themselves and will bite into anything that's close and sounds good. Brokers, be careful. Tell the full story.

Lynn wrote of a dream. Yes, a dream. Everyone must have a dream, or life certainly will be boring!! But just because you are bored doesn't mean you need to go sailing! America is a nation that allows and promotes uniqueness in individuals. The thing to do if you are bored is to discover your own unique dream! If you already know for

*It's a wonderful world...  
Explore it!*



**VALIANT 40**

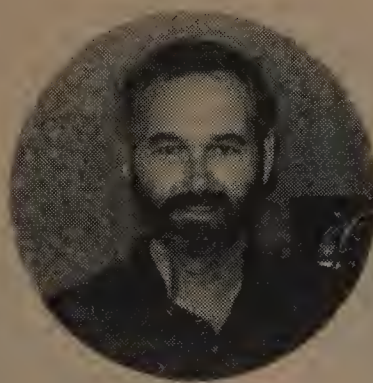
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Sea Scout Division San Francisco Bay Area Council



# LETTERS

sure what it is then experience your dream! But don't rush into going sailing unless you are sure it is what you want. Because if you go, you'll leave behind, along with all of the negative things Lynn mentioned, some very positive things. Things like country drives with your family, a secure income with possibly a high figure that may really mean something to you, a home, good education for your children and years of hard work put into establishing a good job, credit and home. Stability. A base to work outward and upward from. Or whatever direction you choose.

Lynn calls you sheep and then says "don't follow them . . . follow us!" Don't follow *at all!* *Think and choose.* Identify your true dream and go for it.

Sailing is an outstanding way of life, but we must look at both sides of the coin equally. While driving on freeways is risky, so is sailing, if not more so. Actually, being alive is a risk! And life goes on *everywhere*, not just on a boat. Why save money? Because you will need it to live life past the age where you can no longer work to earn a living. Iron lungs, classy funerals and vacations in Waikiki are not a result of not owning a sailboat! Iron lungs are caused by smoking, classy funerals by a certain attitude and what's wrong with a four-week vacation in Waikiki?

Lynn admitted to being prejudiced, but still felt everyone not on a boat is on the "wrong tack entirely". "You're not going anywhere as you climb the corporate ladder". Hey, a lot of people in America know *exactly* where they are going as they climb that corporate ladder! An extra 10K a year . . . hell, that's a sailboat and more! "If you don't taste the salt . . . and dive in Kona or Truk, then what did it all amount to?" A home, a wife, children, love, warmth, pets, acceptance, respect, plants, vegetable gardens, evenings by the fireplace and a good feeling inside of yourself that you created it all with the help of a partner committed to common dreams. To know you can do anything you set out to do. You just have to know what you want. When you're a marble marker or a fading memory, a lot of people will care that you accomplished your dream, whether it was to be a VP, a sailor, a husband, a father, a janitor or an astronaut.

Sure, you can always get some kind of job to make your living as you sail, but how low are you willing to go to earn your money? Sometimes you have no choice but to get your hands greasy, dirty and stinky. Are you willing to do this? And when you return to the USA, what will you do when job competition is so tough that it takes you one or two years to get back up on your feet again? There's a lot of pain in that one. Then again, you may not care.

I agree. Don't be an unthinking, pre-programmed laborer, whether it be programmed by a system or a sailor. Be smart. Think. Know you can look at the stars at night, see good scenery, have good air, relax in the sun, mingle with family and friends on a sailboat out on the ocean or in your own home.

If you see problems in your life and environment, don't escape them. Look at the problem and solve it. Escaping from them is impossible. Problems stick with you. Sure there's a lot of shit in America. There's a lot of shit in each one of us. Do we look at that shit and decide what to do about it or do we refuse to look at it at all and run away instead?

If you are dragging through eight hours of work, growling at your wife, barking at your kids, plugging into TV all night, then you aren't going anywhere. You have nothing to get excited about. So find something and get excited! If you're struggling to get ahead of the bills, you are not remembering your goals. You must remember why you took on certain tasks in the first place. Remembering makes them much easier to bear. If your wife won't let you follow your dream, why did you choose her to make a commitment to?

America . . . a system meaningless and hollow to the core . . . not

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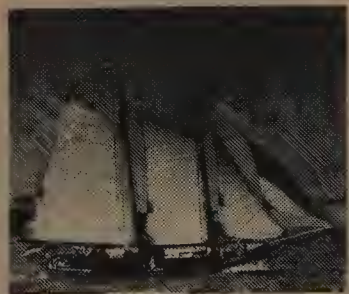
43 Hans Christian '80 \$135,000



441 Swan — two available



34 Cal '68 \$34,500



42 Peterson Coaster \$158,500



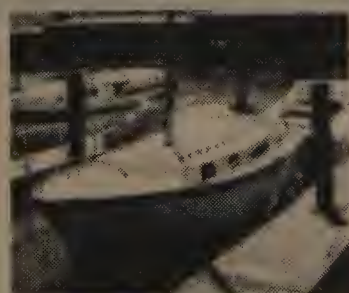
38 Ohlson Sloop \$72,500



39 Loki Yawl \$120,000



44 Islander, must sell, make offer



30 Rawson '64 \$29,000  
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44 Nordle — Fantastic Deal!  
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42 Tanton '77 consider any  
reasonable offer-trade power/sail



34 Fisher M.S. ketch \$69,500

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# LETTERS

in my life. I love this country because I know there are many countries in the world that wouldn't let me write this article or sail where I have sailed. People are human beings, gather food, face the elements, enjoy good climates, laugh, live and love in America.

Life is not out there. Life is in here. In you. You don't need a boat to seek it, unless your true dream is to sail.

Life is like a sailboat . . . to go to harbors it needs a course charted, and someone to steer the rudder accordingly to get there.

The Beav was happy. What's wrong with that?

J.T. Usse  
San Francisco

J.T. — Perhaps you haven't been with us all along, but Lynn's piece was a parody — sort of, anyway — of an ad by Artic-Tropic Yacht Sales that had appeared in a Canadian sailing publication.

Nobody's trying to foist sailing upon those who can't appreciate it, the "Beav" notwithstanding. The "Beav" was happy; but is he now? Maybe sailing would have helped.

## □KEEP ON TRUCKING

Try George E. Butler Co. for the multilingual nautical dictionary. They had one some time back. It was intended mainly for merchant shipping, though.

There is also an old dictionary, *From Keel to Truck*, which may be in used bookstores. It's great if you're into historic ship preservation in French, Spanish or English.

I'd buy a French language how-to-sail book like Glenan's and study the diagrams and photos. Then you know you'd be up to date. If it had a glossary in the back you could use it with a regular French dictionary. Hope this helps.

Denise Freinkel  
San Rafael

## □YOUR RESPONSE IS WAITING, ALLAN WELLS

This is a sketchy answer to Allan Wells' question in his letter printed in the September issue. It's a sketchy answer because the problem is complex.

If I understand his question correctly, it boils down to this: how far may the Assumed Position (AP) be from the actual position before the LOP is unreliable? The answer is: it depends.

The intercept (difference between  $H_o$  and  $H_c$ ) is always as accurate as observational error and computational limits of the tables permit.

Trouble comes from differences between  $Z_n$  (True Bearing) of the body at the AP and at the actual position. The problem is complex because these differences depend on all the ingredients in the celestial LOP recipe:  $H$ , Latitude, declination, and LHA.

Some examples will illustrate:

1. At the Spring and Autumn Equinoxes, the Sun at sunrise has  $Z_n$   $090^\circ$  from everywhere that it can be seen to rise (roughly between Latitudes  $66^\circ N$  and  $66^\circ S$ ), and it has  $Z_n$   $270^\circ$  at sunset. That, on those dates, a shot at sunrise or sunset will give a reliable LOP even if the AP is almost 8000 NM in error (say  $66^\circ N$  instead of  $66^\circ S$ ).

2. Suppose you're shooting Polaris. Regardless of the error in AP (below about  $60^\circ N$  Latitude), your LOP will never be off more than about 98 NM. The reason is that Polaris is never more than about 49 NM from the North Pole; and the worst you can do is to be 10,000 miles in error and assume Polaris is on the wrong side of the Pole.

In general, as  $H$  or Latitude increases, the LOP becomes more sensitive to errors in AP. This is true because the LOP is really a tangent to the Circle of Equal Altitude and because the NZ in the



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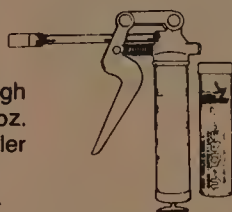


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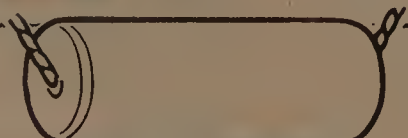
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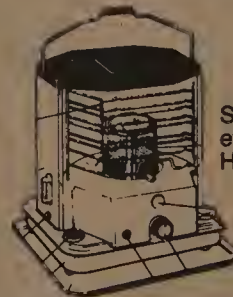
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# LETTERS

tables is really the Great Circle bearing to the GP from the AP. When H is large, the Circle of Equal Altitude is small, and a small difference in distance along the perimeter of the circle can skew the LOP by many degrees. When Latitude is high, a Great Circle bearing can change many degrees in a few miles, again skewing the LOP.

When I taught celestial navigation in the Air Force, I used to let my students pick an AP anywhere on the chart, often hundreds of miles from where we were. Then I'd shoot three stars and the fix would plot very close to our actual position.

This all comes down to some practical advice:

1. Using best known AP, get your LOP.

2. If the intercept is huge:

- a. Recheck your calculations; or,
- b. Shoot again.

3. If the intercept is still huge, use it to establish a new AP, shoot again, and get a new LOP.

Even with the grossest DR errors, using the first LOP to get an AP for another shot should give good results. If you're still in doubt, do a couple of things:

1. Touch your nose; it's probably very cold.
2. Look around; you're probably icebound.

Richard L. Conner

## ❑ LOST GYPSY

I'm looking for the United States importer of AAA marine hardware manufactured in Taiwan. More particularly their anchor windlass, A-2405, or just the bronze gypsy for this model.

Supposedly the importer is somewhere in California or Washington, and I thought maybe one of your readers would let me know.

You've got a great magazine, keep up the good work.

Bill Beckham  
Ketch Pot 'o Gold  
Box 3023  
Stuart, Florida

## ❑ DON'T TURN BACK THE CLOCK

We noted the article on our Ala Wai Harbor Superintendent, Hubert E. Sing Fook, in Volume 74, August 1983. As you mentioned in a previous issue, good people doing a good job deserve recognition, so we were justifiably pleased to see the favorable comments. His is not an easy task, what with having to annually juggle berths to support TransPac and Clipper Cup, as well as trying to accommodate as many cruisers as possible, so it has been gratifying to read that his efforts have not gone unnoticed.

Unfortunately, you misspelled Hubert's last name — it's Sing Fook.

If we may be allowed another bit of chiding, we residents of the 50th State normally refer to the "continental 48" as "the mainland", not "the states". Although entering our 25th year of statehood, we still occasionally find it necessary to remind our mainland brethren that we are one of you.

In any event, our complaints are minor. We avidly read your publication from cover to cover, and always find it interesting. We especially enjoy following the sailing adventures of former tenants of our harbors. Keep up the good work!

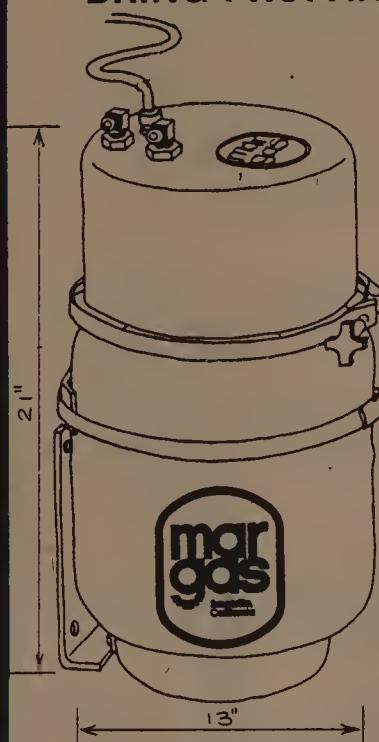
Ian Birnie  
Small Boat Harbors Manager  
Oahu District  
Honolulu, Hawaii

Ian — We blew it with Hubert, but take solace that hallowed Time magazine recently got Jim Taylor's name wrong in an article about



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# LETTERS

Mini-12's.

## □ THIS COULD BE THE LAST TIME

If you seek Delta fun, think again!

The first evening of our *last* visit to the Delta someone stole one of two 1983 CF tags from our small boat. The next morning Sheriff's marine deputies swooped down and cited us for failure to display two tags.

That's like citing someone who screams while being raped for disturbing the peace. In the Delta, the victim loses twice!

Joel P. Leenaars  
Richmond

Joel — These were Sheriff's deputies from where? Were they nice about all this or were they nasty? We'd like to know.

## □ NO, IT DOESN'T

Perhaps flag etiquette does not turn your crank; however, I consider Dick Drechsler's question [Letters, Volume 74] regarding a courtesy flag in the Royal Yacht a fair one. At long last I think I know the answer to something regarding the sea after 49 years of cruising in yachts and 32 years in the Canadian Navy.

Dick — *HMY Britannia* is designed as a hospital ship to be used as a yacht by the Queen during peacetime. She — the Royal Yacht — is commanded by a Rear Admiral, Royal Navy. Naval vessels do not fly courtesy flags in foreign waters. I arrive in San Francisco in September in the destroyer *HMCS Saskatchewan* and will not fly a courtesy flag. I would fly an American National Flag at the masthead if the ship were dressed on the occasion of an American national holiday.

Next year when Lois and I arrive in the Bay area in our ketch *Silent Echo* we will indeed proudly wear your flag at our starboard spreader.

Another subject — because of your stupid rule not to accept foreign subscriptions I've had to bribe someone to forward copies of your excellent publication.

May you always have at least an inch of water below your keel.

Gary Eldridge  
Commanding Officer  
*HMCS Saskatchewan*  
Victoria, B.C.

Gary — Dick's question certainly was fair — it's just that we weren't going to be the ones to answer it. We thank you for doing the work for us.

## □ HEAVY TRAFFIC

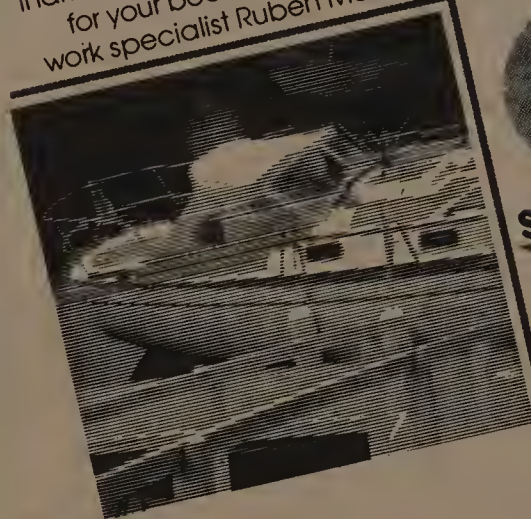
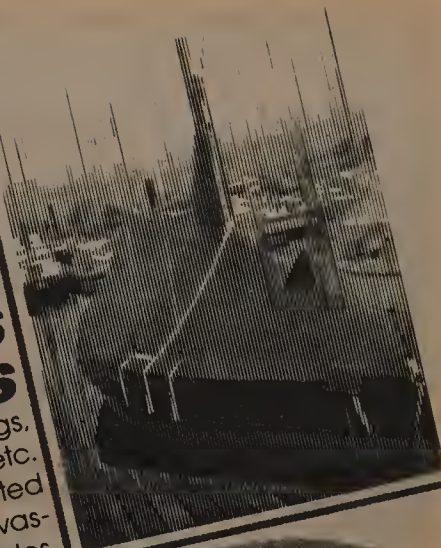
I would like to comment on Robert Keefe's letter [Volume 74, August] concerning sailboard traffic on San Francisco Bay. Mr. Keefe is concerned that the Bay will soon be inundated with sailboards operated by persons who do not know the right of way rules. This he feels will result in injuries and fatalities. After his near miss with a sailboard sailor I can understand his fears.

My husband and I own Bay Windsurfing, a company that has promoted sailboarding on San Francisco Bay for the last 12 years. We totally agree with Mr. Keefe in that wherever there is ignorance of the rules and regulations there is potential for disaster.

There are several solutions to the sailboard traffic "problem". First of all, there exists the same opportunities for sailboard owners to learn the rules as exist for boat owners; namely sailing clubs and regattas. I am the regatta chairman for Windsurfer Fleet 18. This year I will have run 44 Windsurfer regattas by the time the season ends,

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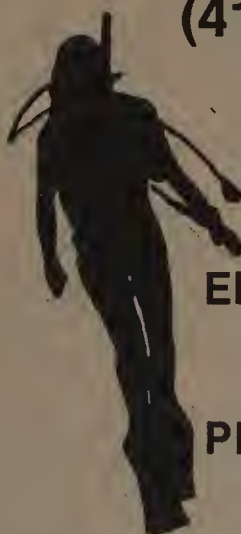
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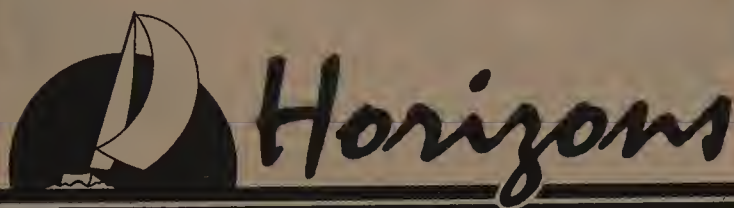
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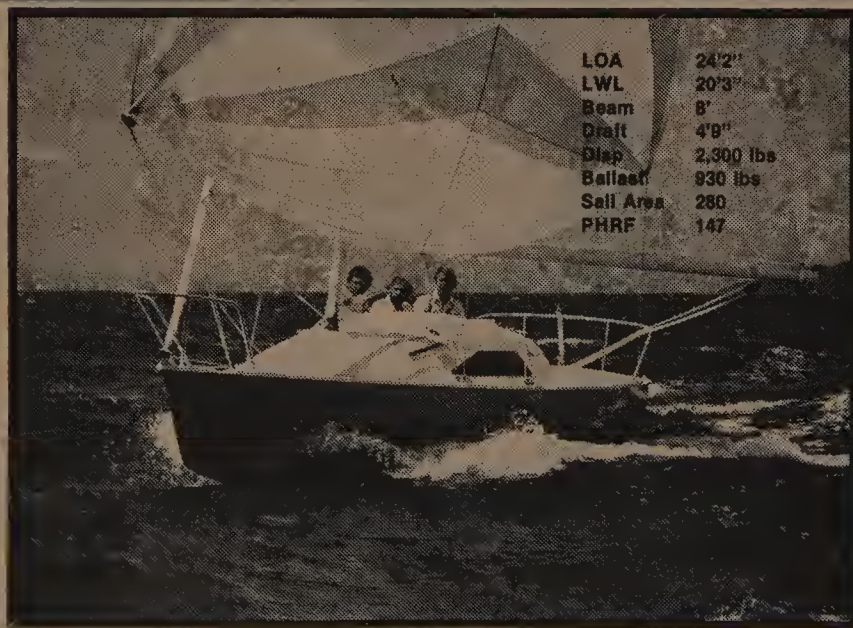
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# LETTERS

each regatta has an average attendance of 40 racers. These regattas are run by the IYRU rules and the sailors quickly learn them. There are other racing fleets around the Bay Area that also run regattas, race clinics and sailboard activities. I encourage all sailboard owners to get involved in racing. Your local dealer can give you dates and contacts. Racing not only teaches the rules, but is the quickest way to improve sailing skills and learn new techniques.

Second, I recommend that all yachtsmen and commercial sailors recognize the fact that we are sailors and that our craft are yachts. We are not a bunch of crazies or wetsuited gymnasts as Mr. Keefe referred to us. Most of our shop's clients are professional people between 35 and 55 years old. It is true that many do not have a sailing background, but we give them lots of opportunities to learn the rules and safety procedures. I have heard from many of these sailors that their rights are seldom respected by "big boats". I have several times had my hail of "starboard" acknowledged by having water balloons, beer cans and obscenities hurled at me. There are bad apples in every barrel.

When we sailboard sailors are recognized as true sailors perhaps more yacht clubs will open their memberships to sailboard fleets. The advantage to the clubs would be new blood and increased membership. For the boardsailors, there would be greater opportunities to participate in sailing programs and to communicate with the "big boat" sailors. With this kind of interaction, yacht sailors and sailboard sailors would gain a greater appreciation for each other's sport.

Last of all, I recommend that yacht sailors give sailboarding a try. It will give you a lot more exercise and increase your sensitivity to the wind and waves.

P.S. The day Mr. Keefe chose to count sailboards on the Bay, July 9th, was during the biggest regatta week for sailboards in San Francisco history. From July 6th to 8th was the World Fun Board Cup with sailors coming from all over the world. July 9th was the O'Neill Classic, a race from the Golden Gate to Berkeley. July 10th was the 11th Annual Golden Gate Crossing. I might add that all these events had Coast Guard permits, were followed by chase boats and all entries were prequalified. Hardly a typical day on the Bay! I would say the average day sees five to ten sailboards — not much of a traffic jam.

Kristine Taylor  
San Carlos

*Kristine — We think maybe you misunderstood Mr. Keefe a little bit. Nowhere did he say or suggest that boardsailors were "crazies" or should in any way be relegated to second-class status. In fact he expressed admiration for boardsailors and summed up his sentiments by saying, "The Bay is for all, and that includes boardsailors". The normal minority of jerks notwithstanding, we think that's the feeling of all 'big boat' sailors.*

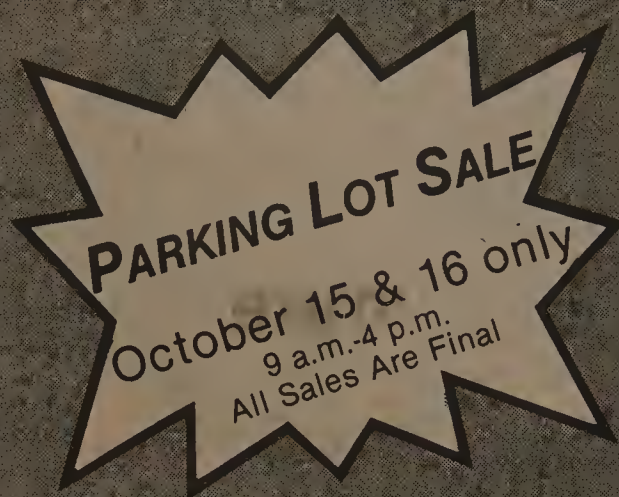
*As far as we can tell, he, you, and we all agree that the traffic on the Bay created by all vessels only becomes a problem when people ignore the rules of the road and are discourteous. With just the smallest effort on the part of the parties involved there is room for many, many more boats and boards on the Bay without increased danger to anyone.*

## ☐ TRAVELS WITH CHARLEY

I wish to commend you on your coverage of the '83 TransPac as well as your article on Charley's radical keel-ectomy. I'd like to add a few comments on my last few months as Charley's BMW (old terms die hard!) to acknowledge people who have helped our program.

First of all, Geraghty Marine of San Diego built a beautiful, fast and strong boat of which even my friends from Santa Cruz were very

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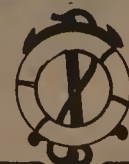
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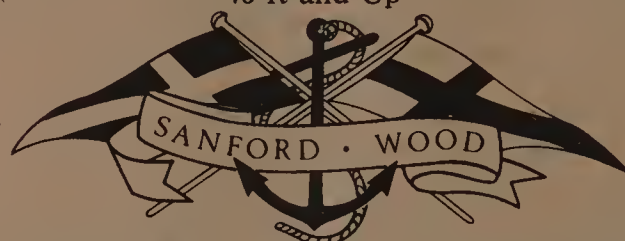


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# LETTERS

complimentary. In my opinion, Geraghty was not entirely responsible for the keel failure but have been very responsive and helpful since the keel's unfortunate demise. I recommend his yard highly.

Secondly, we received immense support from Donn Wuest of Amfac Marine in Honolulu. Shipping a 67-foot boat across the Pacific is an enormous task, and he did it on budget and on time. He is a very competent yard manager and is in the same category as the Bay's better yards.

Thirdly, the Coast Guard was 100% helpful and courteous, which gave me the confidence that if we were forced to use the liferafts, they would be there a.s.a.p. I can't tell you the peace of mind which comes from making contact with the Coast Guard when you are 300 miles to sea in a boat which could capsize momentarily.

Finally, my delivery crew deserve much more recognition than they had have received. Bob, Dana, Libby and Bill retained their senses of humor and positive attitudes throughout our entire ordeal. They deserve as much credit as I do for Charley's successful conclusion of a strange saga.

P.S. Nolan Bushnell is a super crew member/owner and belongs with the likes of Basil Twist and Monte Livingston.

To stiff boats and stiff drinks.

Chuck Hawley  
Yacht Charley  
Mostly in San Diego

## □GOTCHA!

In your '83 August edition on page 90 you have an article about *Double Bullet*. It says, "*Double Bullet* also set a record for the most miles traveled by a sailboat in a 24-hour period, logging 391 miles in one day".

I have a book named *Know Your Ships*, written by: Tonie Welber, published by Rand McNally & Company, copyright ©1977. On page 22 under the heading of "Ships of Speed and Grace", it says "The longest day's run of any sailing ship was achieved by the clipper *Champion of the Seas* — which covered 535.45 miles (861.5 km) at an average speed of almost 20 knots (23 miles)".

Grant Dawson  
Adged 9  
Iolanthe  
Annapolis, Maryland

Grant — We don't have a listing of all the various sailing speed records, so we don't have anything to check individual claims of records against. As such we simply report what we're told. Very possibly there was a qualifying phrase that went with *Double Bullet*'s record, something like "the fastest 24-hour run in an organized race".

For our readers, Grant and his family shipped their *Freya 39* to the east coast last year, planning to cruise there before jumping off to Europe. We hope to hear from Grant in the future how things are going.

## □FRANZ JOSEF? WE THOUGHT IT WAS NAPOLEAN OR AT LEAST A LOUIS

In your August issue's reply to my request the previous month for a French-English dictionary of boating terms, you displayed a knowledge of not only French, but also history. Your "apres worthen, le deluge" was a paraphrase of Austria-Hungary's Franz Josef's famous, "after me, the flood".

Your response, and that of many *Latitude 38* readers, was very gratifying. Following just one of the many suggestions made resulted in the procurement of Barbara Webb's *Yachtsman's Eight Language*

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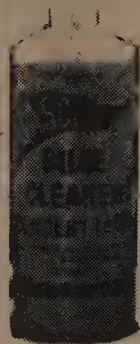


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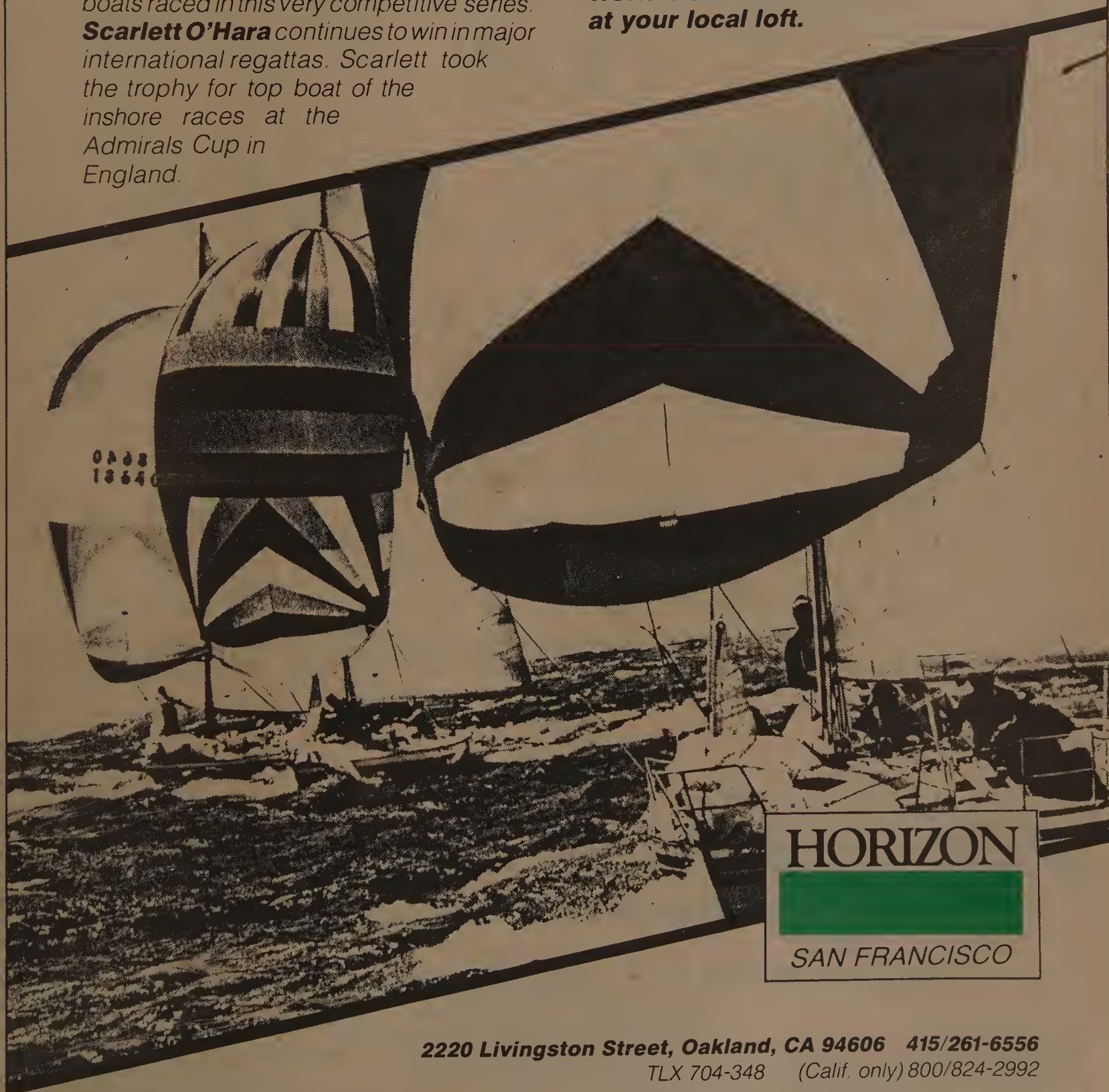
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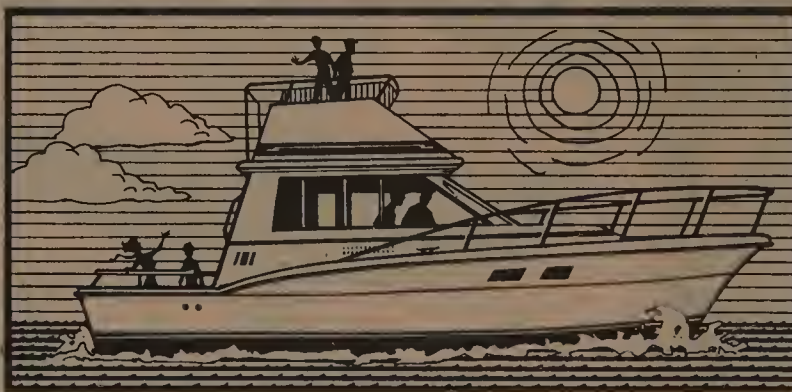
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# LETTERS

Dictionary. It is perfect for my needs. Two of *Latitude 38's* advertisers, Tradewind Instruments Ltd., Alameda, and Meridian Books, Sausalito, had the book in stock.

To you and the respondent readers, I can only say, "merci, merci beaucoup".

Sid Worthen  
San Jose

## □ WHY, TELL ME WHY

I am prompted to write by the article "Atoll Toll" in the August issue of *Latitude 38*. It is another tragic story about two cruisers who disappeared along with their boat. The article suggests that a SatNav might have saved their lives, and it might have, but the author ignores the salient question: why in hell was *Summer Seas* traveling across the Pacific during hurricane season? If I may quote the editor of this illustrious publication, Sightings, March 1983:

"Apparently it makes no difference how many people are killed. A certain number of boat owners just aren't going to give the ocean the respect it deserves. It tortures us to see so many lives lost needlessly, but if boat operators aren't going to use good judgement there is not much that can be done . . ."

Why don't some people use good judgement?

Why do some people take off on "world cruises" without storm sails?

Why do some people travel without adequate charts, sailing directions, light lists, etc?

Why do people spend years getting a boat ready to cruise but never learn how to handle it in rough weather?

Why do some people take these same boats on which they worked so diligently, and leave them unattended in Mexico during hurricane season?

Why do these people, with complete disregard for their fellow cruisers, clutter good hurricane holes with their empty boats?

Why do so many people buy sailboats and then motor everywhere they go after the wind dies?

Why do so many couples travel in huge boats that they can barely manage and they know they couldn't singlehandle should something happen to either of them?

Why do some people leave California without ever learning how to anchor properly and without proper ground tackle?

How can people have so much faith in their SatNavs and electrical systems that they never learn how to take a sight with their sextant?

Why do some folks trust their SatNavs to keep their DR and never plot anything on charts?

How can people coastal cruise using only their radar, again keeping no written DR?

Why do people cross oceans with no means of receiving weather broadcasts?

Why would someone ignore forecasts of bad weather and take off saying "When ya gotta go, ya gotta go?" (These people left their boat on the rocky reef south of Abreojos on Baja's Pacific side).

Why does John Neal, in his excellent series of "Milk Run" articles, say, "There are definitely favorable times of year to be . . . meandering among the beautiful island countries of the South Pacific", and then fail to mention that hurricane season is not one of those times?

Why does he say "Our pilot charts show January is usually a good time to make the . . . reach from the Tuamotos to Tahiti . . ." even though January is in the middle of hurricane season? The same pilot chart says:

"In all cases, it must be borne in mind that ships tend to avoid areas of bad weather. For this reason, ship's observations tend to be biased toward good weather, less gales and high waves being recorded than

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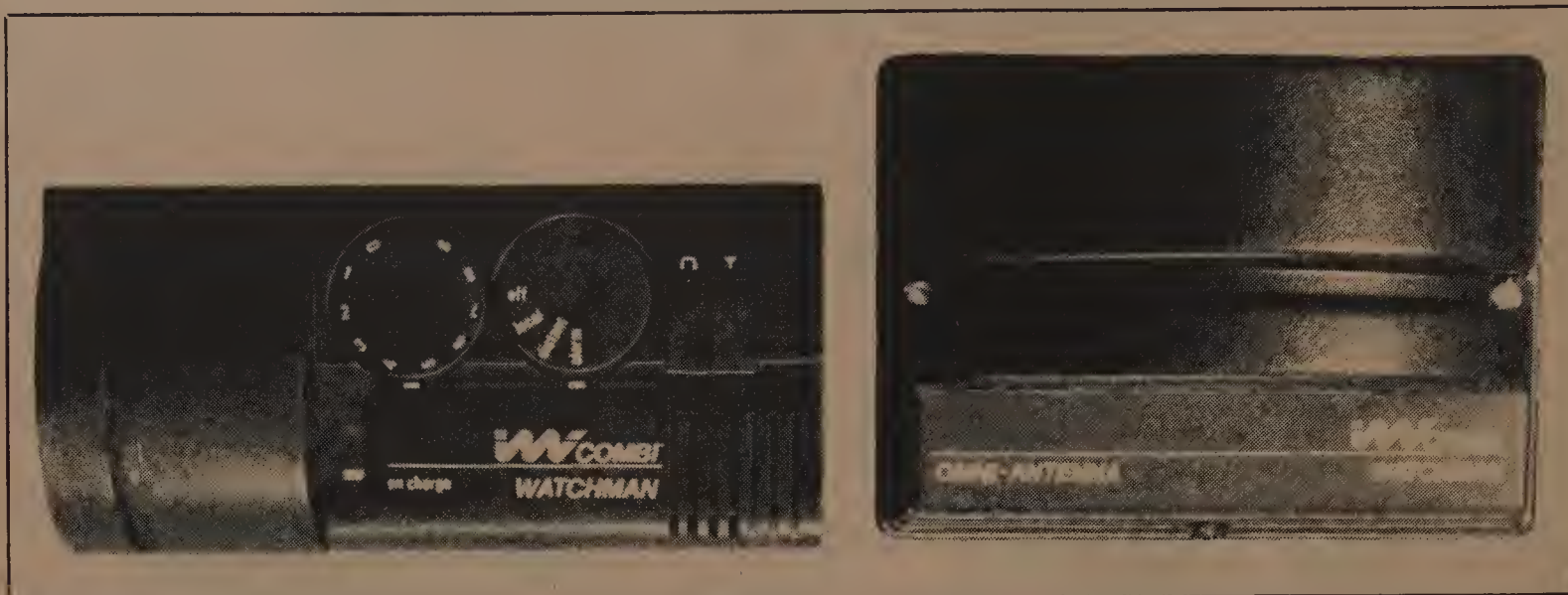
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# LETTERS

actually occurred."

This is especially true near the "Dangerous Archipelago".

The editor stated in the aforementioned Sightings column: "Most people get killed on the ocean because of ignorance or foolishness; they head right out into conditions in which they have absolutely no business".

Why was *Summer Seas* traveling during March, gambling with their lives and their boat? Why did they think that they wouldn't be annihilated by a "freak" cyclone during cyclone season?

Stan Chun  
Concord

Stan — If we knew the answers to those questions, we'd probably know why we never fasten our seatbelts.

## □DON'T LET ME BE MISUNDERSTOOD

Several months ago I got all my deposits back (security blankets) from the various marinas I have been entrenched in, cut my dock lines and have been traveling around Southern California.

Being one of the real "boat people" at last is not quite the same as having a line tied to a cleat.

A couple of years ago I spearheaded a fight against slip rent increases in Dana Point.

Needless to say no matter where my recent travels have taken me there's always an agency or individual trying to screw the boaters.

Having read your interview with "Ms. Hind" raised what hair I have left and increased my blood pressure several points. The ignorance of our public servants never ceases to amaze me.

Her answers to your excellent questions would indicate that she was set up as the front line dupe by her associates, the BCDC. Dealing with our public entrusted representatives is like dealing with the disinformation office in the Kremlin.

There is one solace however; that is, while we are fighting to protect our *rights* we are using and enjoying our chosen element.

With that in mind, as I sit in the cockpit gazing out over San Diego Bay from the free anchorage, sipping my O.J. laced with some 190 proof T.J. Especial, I dream of the crew list.

The other day I put some lines down. If poor Margit only knew.

Bill Robertson, Jr.  
Pronto  
San Diego

Bill — The thing we found discouraging about the BCDC report and talking with Margit is the impression that all of government — and not just the post office — is a large, clumsy, uncaring monster. As warm and friendly as the employees may be in person, in their professional capacity they seem to display the sensitivity and care of a guided missile.

And what's triply depressing is that both we and the BCDC want the same thing; a clean, healthy Bay with maximum access for everyone. We shudder to imagine what it would be like if we had different goals.

## □WHAT'S A.S.M.B.Y.C.?

This is a brief comment regarding a racing pennant. A.S.M.B.Y.C. in Southern California has required racing yachts to display a pennant for many years. The pennant consists of a long bright orange rectangle attached to the backstay. Perhaps we on the Bay should follow this example.

Stuart Seiff  
Belmont

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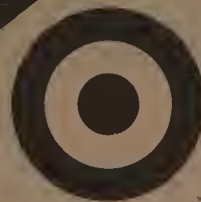
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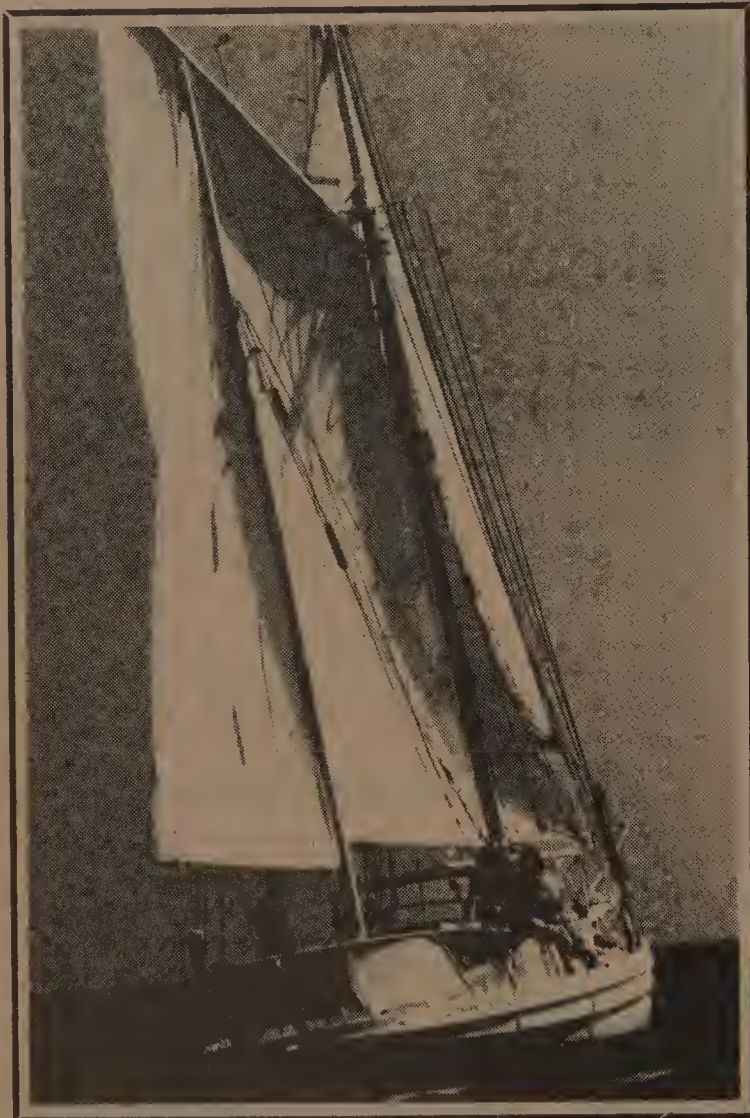
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# LETTERS

Stuart — *It sounds like an excellent, inexpensive idea to us.*

## □ OF COURSE

We have been offered a position on a boat taking an extensive cruise which will be leaving after the first of the year. The owner stated that there would, of course, be a sharing of expenses.

Generally speaking, what expenses and what portion of these expenses should the crew be willing and expected to pay? We would expect to pay a share of the food, but do crews generally help pay for the maintenance of the boat, i.e. sail and engine repairs, fuel, etc. In addition, what about fees such as Panama Canal, bonds, mooring fees, etc.?

Departure time will be here before we know it. We'd appreciate it if you could supply us with a crew "do and don't" list.

Dave and Mary  
Los Banos

Dave and Mary — *You are headed into uncharted territory, where all situations are unique and there is no "generally speaking" to go by.*

*The situation is that some folks going cruising are very high rollers, who think little of flying their friends down to the boat, wining and dining them at the highest levels, before gratefully bidding them adieu. Then there are the low rollers, including most cruisers, who invite friends along not only to share the spectacular experience, but to help defray the costs.*

*Now to our thinking, there is nothing wrong with either of these — provided all the parties have a clear understanding of what to anticipate. For this reason we suggest you and the boat's owner have a serious heart-to-heart talk about what each of you expect — and then put it down in writing just in case either one of you forgets. This may sound a little formal, but there is a huge area for misunderstanding and friction here, so the preparation is worth the trouble.*

*Of course just who the crew is and what they do will affect the situation, too. There are those who come on boats to sit on their butts and expect to be served, and at the other end of the spectrum there are those who bring lots of sailing and mechanical expertise on the boat to help out a captain who doesn't know his boomkin from his bank account.*

*Just for the information of people crewing on boats, here's a general idea of what a guy owning a decent used Valiant 40, for example, might have invested: he's probably sunk \$35,000 in down-payment and taxes, has a monthly mortgage payment of \$1,200, an annual cruising insurance bill of \$5,000, and probably \$15,000 in SatNav's, radios, liferafts, dinghys, outboards, windlasses, and stuff like that. If he's taking you along to share expenses, you'd better be aware of how great they really are.*

## □ CHARLEY'S KEEL

Your article on *Charley's keel* was read by me with great interest. I was in charge of the *Charley* project from the day it was conceived in 1981 through the day we finished first in TransPac '83. We selected a designer (Ron Holland) and a builder (Geraghty Marine) with great care. Both have excellent reputations for designing and building state-of-the-art race boats. The fact that *Charley's* keel fell off during the return trip from Hawaii is truly incredible; the fact that the boat returned safely to Hawaii in a heavy seaway with no internal ballast and winds in excess of 40 knots is a great credit to the skipper (Chuck Hawley), the crew, the boat and the design. I wonder how many other boats could have returned safely without a keel. Although *Charley* was designed to be relatively tender upwind (to maximize

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# LETTERS

speed during the normal downwind conditions of TransPac), she is very seaworthy.

Your article erroneously stated that *Charley* was "knocked down" several times during TransPac. Not true at all. During the entire race we broached only once. That broach came during a squall on a pitch black night at a time when our true wind speed indicator was last seen by Steve Taft as reading 44 knots. A well-intending member of our crew accidentally let the spinnaker pole fly all the way forward to the headstay. The boat then rounded up hard doing well over 20 knots. To say the least, it was a hell of a broach. Since we now know that the keel was destined to fall off, it is amazing to me (and extremely fortunate) that it did not choose that moment to — in your words — make the "big drop".

A few comments about *Charley* as a boat are in order at this point. The boat is extremely strong (with or without keel) and steers like a dream. Our kevlar composite hull material and internal aluminum H frame construction created a boat of extreme strength without adding weight. Even in the heaviest seas and hard upwind pounding, we have never noticed the slightest amount of flex in the hull. This is something that cannot be said about other ULDB's.

The off-the-wind steering on *Charley* is so much fun and so responsive to the helm that our biggest problem on board was determining who was going to steer. Our lack of broaches on the race and first-to-finish performance can be attributed to excellent helmsmen, of course, but it is also a tribute to a design which placed emphasis on steering ability in a large downwind confused seaway — typical TransPac conditions. We believe that this design philosophy paid big dividends because we made our greatest gains during the race in just such conditions.

Another item in your article deserves rebuttal. You state that groundings, a collision with another boat, vibrations from upwind sailing, etc. contributed to the loss of *Charley's* keel. No amount of running aground, into other boats or upwind pounding should ever be cause for the loss of a keel. These events are frequent occurrences in sailing and keels are designed to stay on despite these events. Any experienced skipper has had these things occur without the loss of a keel. They are simply not a factor to be considered.

This raises the obvious question. Why did it happen? How did it happen? Who is responsible? These questions are very sensitive to the people involved and need to be handled responsibly. The how-it-happened is now clear. The lead portions of the keel stripped away from the bolts and fell to the bottom. The bolts remained attached to the hull. The construction and design of *Charley's* keel was similar to that of many other racing yachts. Stainless steel bolts are welded together with stainless steel straps forming what is commonly called a "cage". This cage is then immersed in the molten lead at the time the keel is cast. As the lead hardens it fastens itself to the cage and holds the bolts in place. However, in *Charley's* case, something went wrong.

We have had the bolts and remnants of lead analyzed. Some conclusions can be drawn from these tests. The most significant piece of evidence, the keel itself, is no longer available for inspection. I do not believe your magazine is the place to discuss fault or blame for this tragedy. We are all extremely fortunate that there was no injury or damage beyond the loss of the keel itself. I do believe, however, that the design of the keel by Ron Holland was not the problem. There are many keels afloat today of the same design which are perfectly safe.

Naturally, I am actively pursuing the responsibility question, but I do not intend to discuss it here. Suffice it to say that we are having a new keel made by the same builder that built *Charley* and we have



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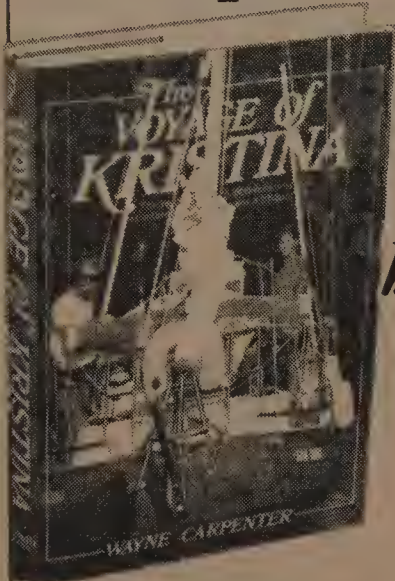
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# LETTERS

every confidence that it will stay on permanently without a problem.

Bruce H. Munro  
Sunnyvale

Bruce — If our publicizing the unfortunate loss of Charley's keel results in designers, builders, and keel manufacturers to rethink their work a little, then we're satisfied the article was a big success.

## □ LIFE IS HARD. THEN YOU DIE.

I was in your office a few weeks ago. We spoke of Greenpeace actions, the local 'sea blockades' of weapons shipments to Central America, etc. Here is some information on nautical aspects of the ecology scene, tomorrow's hope for better boating and living (any boating and living?).

Being a yachtie and doing the Milk Run is not enough to justify our boats, our consumption, or our lifestyles. Other, more serious, components are needed. These acts of social-environmental responsibility add a serious and needed component. Therefore I rate Greenpeace Examiner and Couteau's Calypso Log as the best boating magazines, with 38 pushing hard, way ahead of the rest. I hope you enjoy this info, as I did.

I thought you would like to scan Jerry Jones' (of Sausalito) blockade story again. How about a Jerry Jones, local hero, interview in 38? His boat is very interesting also.

Don Girod  
Mandy

Don — If we may be candid, we personally thought the "sea blockade" was a foolish exercise which reflected badly on the people who conceived it and the cause they were attempting to further.

And if you think you can shame us into believing that owning a boat needs to be justified by some "more serious components", you have underestimated us terribly. All in all we think this planet — and all those millions of people being oppressed by all those assholes all along the political spectrum — would be far better served by a world-wide increase in whimsy. And we're not being the least bit facetious.

## □ THE REST DON'T KNOW ANY BETTER

In their middle years some folks take up golf, chase nubile red-heads, or retreat to the cellar to brew beer and play with toy trains. Others purchase sailboats.

Ours is a wood boat. Nice. Comfortable. Victorian. We bought her to relax, sail a little, taste the life we've spent our best years earning the means to enjoy.

We're not aggressive sailors. We don't belong to a yacht club. We don't race. We like to take our comfortable, Victorian, wood boat cruising now and then, sometimes all the way from Redwood City to San Francisco. A couple of years ago we even ventured up the "Delta"!

Docking space about the crowded Bay is in short supply and not every marina has berths for overnight guests, so we are somewhat limited in our choice of ports. We have to share facilities with other transients and with local renters, certainly acceptable and proper. There seems to be a growing trend toward rudeness, however, that sours the enterprise and makes me think wistfully toward what might have been — redheads and electric trains.

Labor Day weekend, we decided to take a needed mini-vacation — a leisurely cruise via Coyote Point, to Pier 39 to visit the *Pride of Baltimore*, then home by way of Oyster Point. (We made advance reservations at each of these facilities).

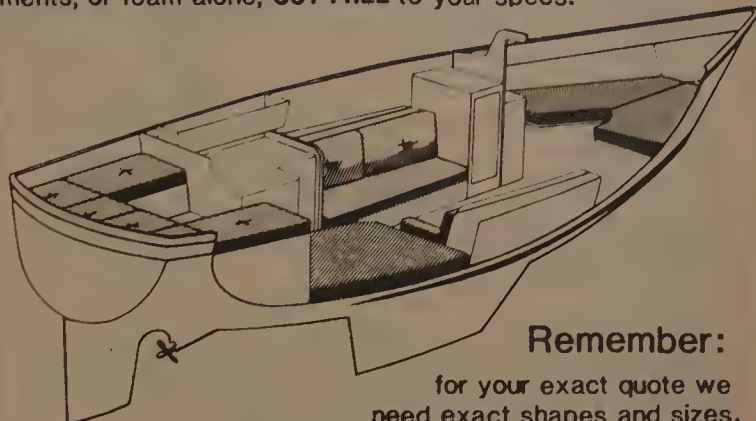
After checking into Coyote Point at 1100 hours (quietly, I might

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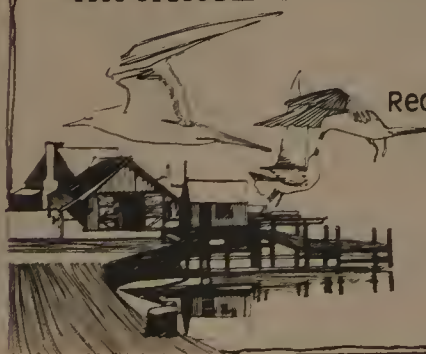
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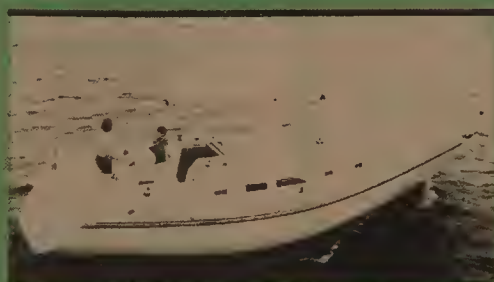
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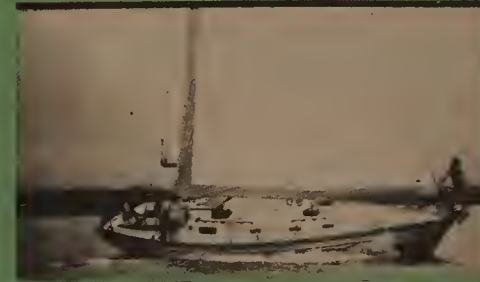
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# LETTERS

add. The folks berthed next to us said they didn't hear us come in), we were kept awake from 0300 hours until sunrise by a parade of fishing types at the public launch ramp. I have come to forgive fishermen their early morning shouts and clatters. The working ones do it for a living. The rest don't know any better.

Next day we docked at Pier 39. After closing Earthquake McGoon's, at 0200, the survivors decided to party aboard a boat directly across from ours. It's amazing how much staying power young people have for partying. I could tell they were youngsters because their vocabulary hasn't progressed past monosyllabic grunts and four letter expletives. They kept at it until 0430.

We expected better from Oyster Point. It's clean, spacious, secluded, and usually quiet. We were foiled again, this time by the Geritol set. A bunch from a North Bay yacht club were on hand to serenade the locals like alleycats on a fence. They were obviously our peers because nobody under fifty knows all the verses to "There's a Long Long Trail a-Winding" and "Bringing in the Sheaves".

My Viking blood tends to boil at such loutish behavior. I'd float the spare gas can over to the offenders and follow it with a flare but the resultant mayhem might awaken the regular liveaboards who seem to take such boorishness in stride.

What is to be done? Perhaps local yachties and merchants could circulate a perpetual "Klutz of the Year" trophy among the most offensive. Better yet, if they'll send me their addresses, we'll collect some of our rowdy friends and party on each of their front lawns some quiet evening.

Paul and Shirley Honore'  
Mariposa  
Pete's Harbor, Redwood City

## □ WHERE ARE THE FACTS?

We are under the impression, from reading your last two issues on the subject of the BCDC, that Ms. Hind did her "research" based only on supposition and theories of probability concerning the polluting effect of liveaboards on San Francisco Bay.

We read nothing to indicate that the BCDC staff:

- gathered water samples over a long period of time from every marina in the BCDC's jurisdiction or took similar samples from popular weekend anchorages such as Ayala Cove or Treasure Isle Cove;

- sent out a comprehensive questionnaire to all harbor masters, marina owners, and berthers to gather substantive data on critical areas of concern such as marina facilities, use, conditions, living habits, and pump-out stations and their down-time frequency.

We noted no references to the effect of Alviso dumping millions of gallons of raw sewage into the Bay after last winter's floods nor to the delays in the San Francisco City project to clean (treat) the city's sewage and carry it out to meet the great Blue Whale. Surely one day of Alviso pumping raw sewage into the Bay has to be more disastrous to Bay water than a year of contributions on the part of liveaboards and weekend boaters.

We've been sailing on this Bay for over 20 years. For awhile it got so fouled that the wildlife almost disappeared. But we've noted that in the last seven years the wildlife has begun to come back strongly. If for the last five years liveaboards have caused such serious pollution, how come the fish, birds, and animals don't know it?

We find it outrageous that a group of people can be victimized by those who seek to maintain the Public Trust with threats of expensive sewer hookups, \$6,000/day fines for Marina non-compliance, and as a result of that, virtual disappearance of a beautiful way of life, based on apparent environmental paranoia and hearsay. We are part of the Public, but we sure don't trust the BCDC. Liveaboards, from

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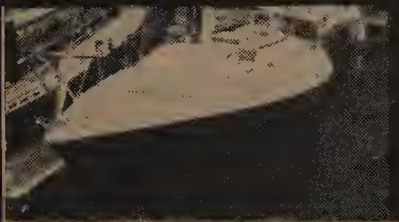
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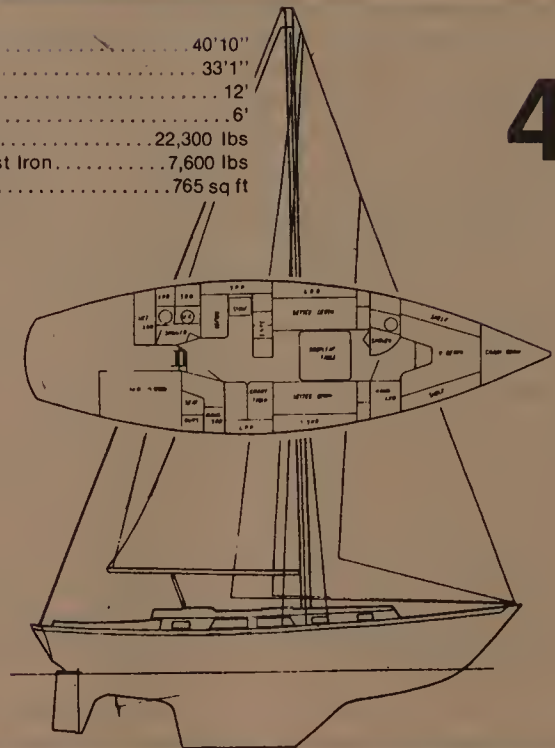
# PERRY

41

47

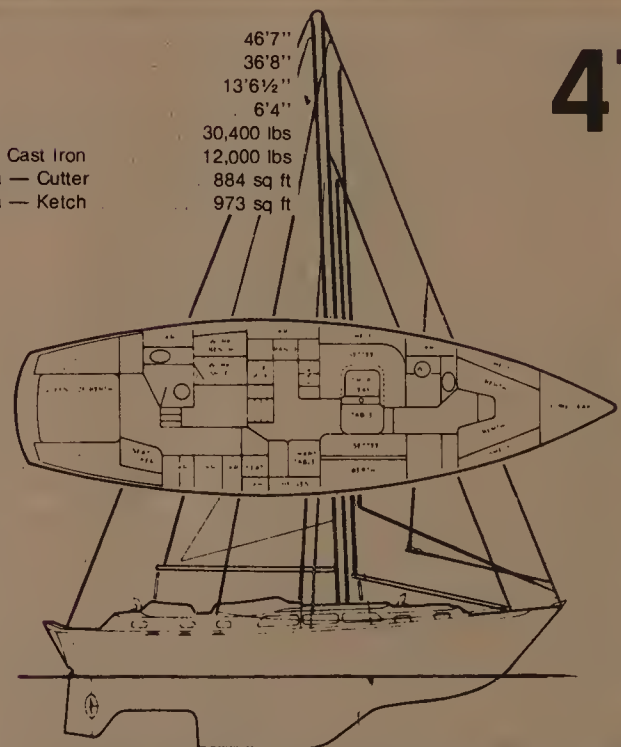
L.O.A. .... 40'10"  
D.W.L. .... 33'1"  
Beam .... 12'  
Draft .... 6'  
Displacement .... 22,300 lbs  
Ballast — Cast Iron .... 7,600 lbs  
Sail Area .... 765 sq ft

41



L.O.A. .... 46'7"  
D.W.L. .... 36'8"  
Beam .... 13'6 1/2"  
Draft .... 6'4"  
Displ .... 30,400 lbs  
Ballast — Cast Iron .... 12,000 lbs  
Sails Area — Cutter .... 884 sq ft  
Sails Area — Ketch .... 973 sq ft

47



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# LETTERS

our experience, are far more concerned, actively, about waste and water quality than your average apartment dweller, picnicking group, or political bureaucrat. After all, we live on and in it.

We would be more than casually interested in factual evidence that a) proved we are living on "Caca Bay", and b) liveaboards are the primary cause of Bay Water pollution. We would actively participate in forming a plan to clean up, educate, and prevent . . . so, where are the facts, Ma'am? If you don't know how many liveaboards you are dealing with, how can you possibly assess the effect they have on the environment?

Mike and Anne Kelty  
Aboard Michaelanne

*Mike and Anne — We find it intriguing that you say "we sure don't trust the BCDC". Cross our hearts and hope to die, we started reading the BCDC Staff Report on Houseboats and Liveaboards with an open mind. And even though we haven't lived aboard for several years and because of kids might never again, we finished the report: 1) not trusting the BCDC, and 2) thinking of them as the "enemy". The unfortunate thing about that is the only way to deal with an enemy you don't trust is to confront them rather than work with them.*

## □ WITH REGRETS

I regret to inform you that the Bo'sun's Locker has closed its doors. I won't bore you with all the details of my demise. Suffice to say that I attempted to create a dream, which became a nightmare!!

Thanks very much for the "Special White Boxes" each month filled with great, creative articles and professionalism. They must have helped my business somewhat for which I greatly appreciate. I will, of course, have to cancel the delivery of my "special" monthly box, although please find enclosed a check for \$15 to continue my personal copy.

Malcom Bartley  
Santa Cruz

## □ PORT SONOMA'S REPLY

I read the letter in the September 1983 issue of your publication entitled: "Port Sonoma Complaint".

It is unfortunate that 'High & Dry' did not expend the effort used in writing your publication to contact us directly. It would certainly be quicker than using your column as a communications link between tenants and owners.

Port Sonoma could be one of the nicest boating facilities in the Bay Area; and, tenants enjoy one of the lowest rental rates. It is unfortunate that the project has suffered from financial problems since its inception. When DHA Realty Corporation acquired the property, the inherited financial condition was further complicated by a protracted dispute with the previous owner. This dispute made it impossible to invest needed capital in the project until a resolution was reached.

High & Dry seems to be of the opinion that there is some business reason for DHA to deliberately ruin the property, minimize its present income; and, in fact, try to drive away tenants with statements like: "move out". Given the present condition of the property, the tenants have only one option and that is to move if they are unhappy. This does not mean we want them to move, it simply means that until we can rectify financial problems, we cannot offer them another option. To assume we want to loose our income stream and are encouraging a mass move out is ridiculous.

High & Dry has legitimate complaints and, at a recent yacht club meeting, I told members that I am as close as a telephone call away

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# Berth Announcement

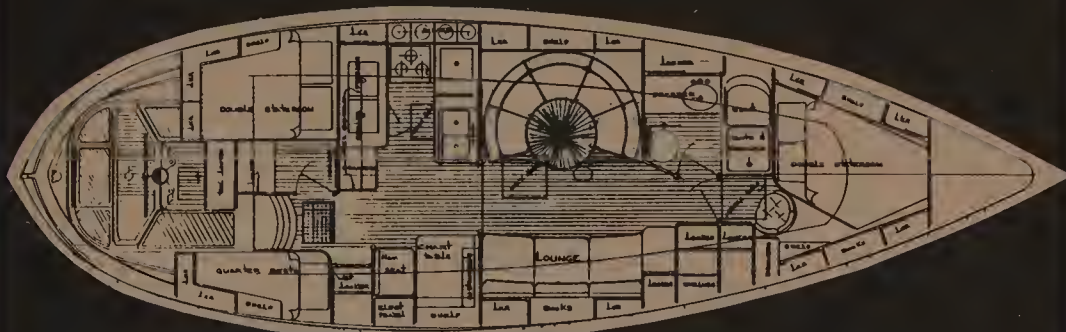
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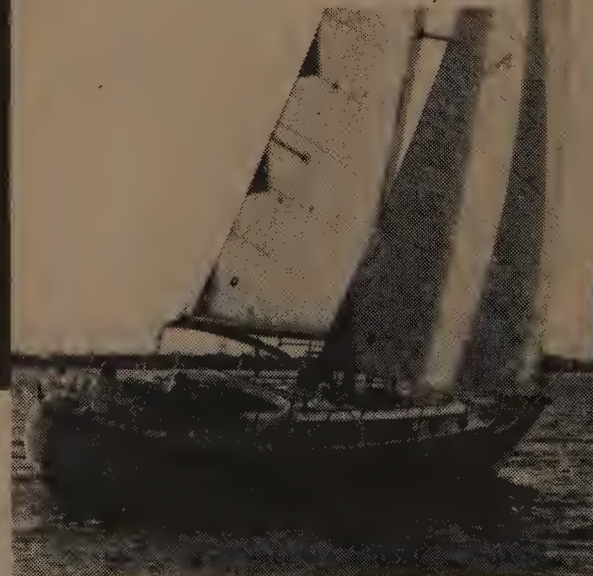
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DISPL. .... 28,100 lbs  
BALLAST .... 9,000 lbs  
SAIL AREA .... 1,148 sf.



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(formerly Rafiki 37)



# LETTERS

should they desire an update on our progress. This hardly constitutes disregard for tenants and the present Marina problems.

High & Dry has never been threatened with reprisals for complaints. In fact, we have made every attempt to be open about the present financial condition of the project. I am pleased to say that as of this date, all funds have been arranged and our dispute will soon be settled. This, in turn, will allow the capital investment which the project so desperately needs.

Addressing High & Dry's statement on the rents, in fact, the increase was from \$3.50 per linear foot to \$3.65 per linear foot or approximately four percent. We believe these rents to be significantly under the present market. Liveaboard rates were increased to reflect the increased costs of on-shore facilities used by liveaboard tenants.

Finally, High & Dry, somehow, thinks that DHA can profit by allowing the present conditions to exist. Even if it were true that we "care nothing for tenants", the present state of the project would hardly be deliberately perpetuated by a "corporation seeking only profit". Profit comes from satisfied tenants. The fact is that DHA cannot, rather than will not, expend the funds needed to dredge, permanently fix the road, complete Highway 37, etc. until our dispute is resolved. This resolution should be taking place as I write this letter.

I appreciate your advice to High & Dry. We cannot and would not terminate a tenant for issuing complaints. (Why lose more money?). We will, however, evict tenants for all legal reasons such as non-payment of rent.

So much for answering the complaints. As for positive action. At present, we expect our legal dispute to be resolved by September 12th. We have three dredging companies in negotiation for our dredging contact. We have available approximately \$500,000 to expend on the project and these monies will flow to the project as soon as possible.

I extend to all people at Port Sonoma the opportunity to call or write to receive an update of progress. However, I can offer no guarantee as to dates except to say that improvements will occur as soon as possible. We have a commitment to make Port Sonoma the nicest facility in the Bay Area. The owners of Port Sonoma are as anxious as the tenants to make the property a first-class project.

Eric J. Almquist  
Vice President

DHA Realty Corporation  
Sacramento

*Eric — Our impression is that the tenants of Port Sonoma have been promised dredging about a 100 times, and those promises have rarely ever been kept. So if you came in as the new owners and said, 'We promise to dredge as soon as possible but we can't say when', well it's like the man who cried wolf, the tenants have heard it all before. Certainly you can appreciate that there's some skepticism and anger, since the situation is most "unfortunate" for them.*

*We hope the resolution you expected came about on September 12th, we'll be monitoring the situation for our readers.*

## □ NO MECCA FOR BERTHS

The guest docks in the old Pittsburg yacht harbor, where the guest dock was located, are no longer available for tie-up. They are rented out and the person renting the space considers the whole thing as his. He does not tolerate anyone using the dock to tie-up while you go the Mecca Cafe for a fill up.

This was the message we got last Saturday when members of the Diablo Sailing Club had a regatta there.

Kaj Hansen  
Antioch

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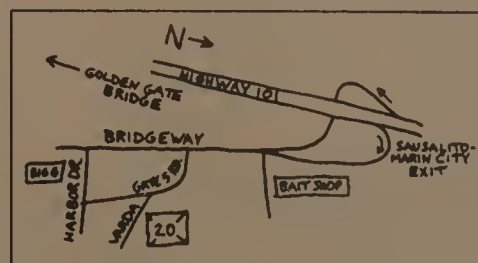
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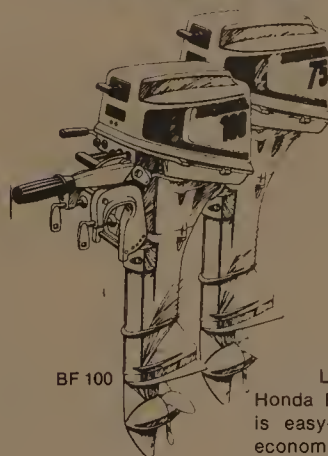
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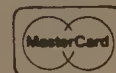
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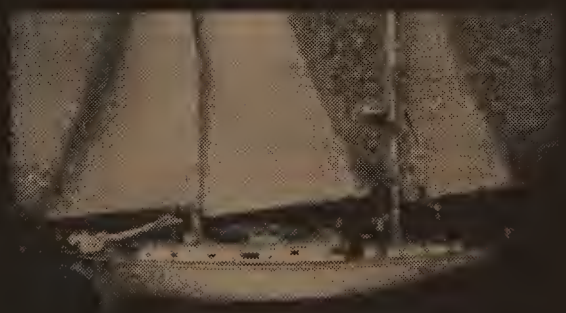
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# LOOSE LIPS

**Broken mooring, broken boat.**

The ferro cement sailboat, *Nuestra Senora de Guadalupe*, broke her mooring off the Santa Cruz Municipal pier on September 22. Liveaboard owners Pete and Barbara Villalobos were away from the boat at the time, and it washed up and was destroyed at Seabright Beach near the Santa Cruz yacht harbor. Only the mast and a few of the fittings were salvageable.

We've been unable to determine what part of the mooring system broke, but it's always a good idea not to put much faith in a mooring — unless you know it intimately.

**Just a tribal tradition.**

Now and again during the last year or so we've been wondering in print about the inclination of sailors — racers and cruisers alike — to drop their pants and wiggle their fannies whenever our camera is about to click. We've asked for a possible explanation from our readers and finally received one in the form of a newspaper clipping from Charlie Stevenson of Sunnyvale.

We don't know where the clipping came from, but it reported the case of Maori activist Te Ranga Mangu Mihaka, who 'dropped trou' in front of Prince Charles and Princess Diana during the Royal couple's tour of Wellington, New Zealand. When brought into court and asked to make a plea, Te loudly refused, insisting that the charge "trivializes" what he contended was the traditional ultimate Maori insult.

Backing him up in court was William Parker, a retired lecturer in Maori studies at Victoria University, who explained to the court that buttock-baring was an established tradition among Maoris as a final act of derision or refusal. A decision on the case was put off to a later date.

Jacques Cousteau, who says he uses showbiz techniques but not showbiz attitudes to make his educational and entertaining films, is looking to replace his exploration ship, the *Calypso*, which was built in 1942 as a mine sweeper. Cousteau says he wants a more modern



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# LOOSE LIPS

vessel better suited for the kind of scientific work and exploration he and his fellow workers are doing today. To that end they are experimenting with a 65-ft catamaran powered by a 44-ft high cylinder that resembles a giant smoke stack. This cylinder uses wind as its main source of energy.

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This country is without a *Rudder*. The nation's oldest boating magazine has stopped publication after many years. *Rudder*, most recently an east coast publication belonging to Petersen Publications, was founded by Thomas Fleming Day in 1890.

For many years *Rudder* was an extremely influential magazine, in part because Day used it as a bully-pulpit to exhort amateur sailors to expand their horizons. Without Day — and the initial and continuing support of *Rudder* — there would have been no Bermuda Race, which is the east coast's numero uno race.

An end to El Nino? In March of last year Dr. Ralph Schreiber of the Natural History Museum of Los Angeles discovered that the millions of birds that normally populate the world's largest coral atoll, Christmas Island in the Gilberts, were no longer there. He decided that the birds had left because their food — fish — had left because of the El Nino conditions.

Well last month Dr. Schreiber returned from Christmas Island to report that the fish, and therefore the birds, had indeed returned to Christmas Island. Does this portend an end to El Nino, an end to the destruction in Southern California and the cyclones in French Polynesia? Let's hope so.

Writing in the *Singlehanded Sailor*, BOC finisher Dan Byrne reports that a fellow competitor in the 1980 San Francisco to Kauai Singlehanded TransPac, Frank Shirley, was found dead in his boat. According to Byrne's report, Shirley's Willard 32 *Osiris*, was found with its port side split open on Amanu Reef in the Tuamotus Islands of French Polynesia. Shirley's body was aboard; apparently he had died of natural causes.

Shirley, whose home port was Ventura, had started the 1980 Singlehanded TransPac, but dropped out after a day or two of heavy winds in which several entries sustained significant damage.

Shirley's whereabouts since June of 1982 was something of a mystery to his friends. On that date he wrote *Singlehanded Sailor* publisher Linda Carlson to say he was leaving on a solo non-stop eastbound circumnavigation, and upon completion of that might continue on for a double circumnavigation.

Did he make a circumnavigation? Where has he been in the intervening time? If any of you folks out there had come across Frank Shirley and his Willard 32 *Osiris* since June of 1982, please drop us a line.

The Cal 2-27 News, one of the finer class publications we're aware of, is offering 'Crew Appreciation' awards which are coffee mugs inscribed with a sail plan of the Cal 2-27 and the name of the

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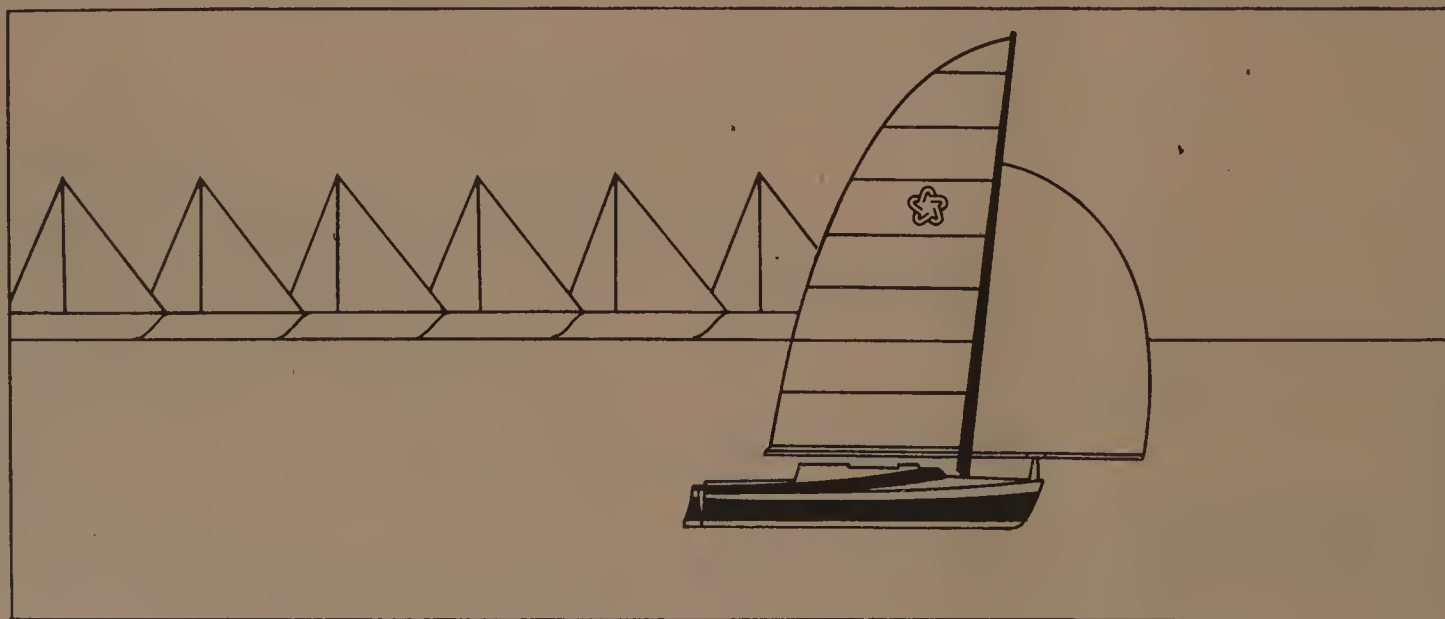
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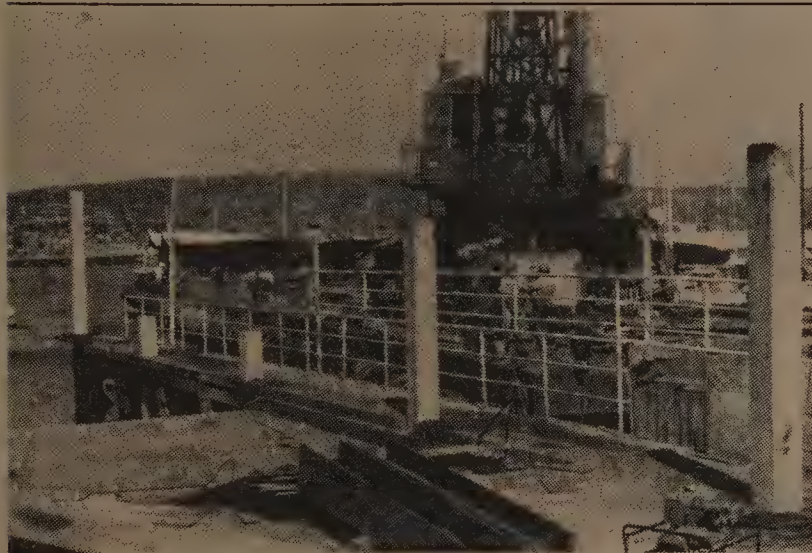


# LOOSE LIPS

class association. Not a bad idea.

Last month's Sightings story on the retrofitting of old Bird boats with new fiberglass hulls had a quote attributed to an unnamed San Francisco Chronicle columnist. Just for the record, that writer is Art Hoppe, who used to write regularly for the sailing magazines before he realized satire was more profitable. If you ever get a chance, go to the San Francisco Public Library and thumb through some old Yachting magazines and check out his stories.

Over at Svendsen's Marine in Alameda, they are rebuilding their launching ramp to accommodate the newer, beamier IOR racing yachts, large cruising boats and power yachts. Their limit used to be a width of 15 feet, but now they are up to 17½ feet. Also new is a 35-ton Travelift. General manager Ralf Morgan is looking to get into



the bigger boat market, and adds that they are equipped to manufacture rod rigging, haul masts and rig wire up to 7/16th of an inch.

For those of you who've had a yen for Mark Spitz ever since he dangled all that gold on his chest for the national media in 1972, this may be your big chance to meet him in the flesh. On December 10, Marina del Rey's main channel will come alive with a spectacular burst of fireworks signaling the start of the 21st annual gala Christmas Boat Parade. The festivities will begin at 5:30 p.m. as over 100 decorated and lighted boats make their way along the parade route. This year's theme is "Olympic Fantasy" in recognition of the 1984 Games which will be held in Los Angeles. Who would be a better Grand Marshal than the golden boy himself?

Since his run on Fort Knox in the 1972 Games, when he won seven gold medals in swimming, Spitz has lived in Marina del Rey and taken up sailing with a passion. In 1975 he sailed with Ted Turner in SORC and crewed in the 1977 and 1979 TransPacs. In 1981 he sailed his own J-36, called Sumark, to third in class. He and his wife Sue now own a Hobie 33 by the same name.

The Marina del Rey parade is big time, and Spitz joins the likes of Joey Bishop, Buddy Ebsen, Tim O'Connor and Robert Goulet, all of whom have been Grand Marshal in the past. Up to 70,000 spectators attend, as well as numerous television, radio and news media representatives. Be there or be square.

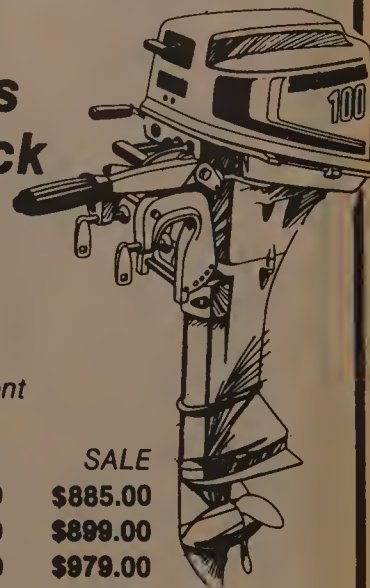
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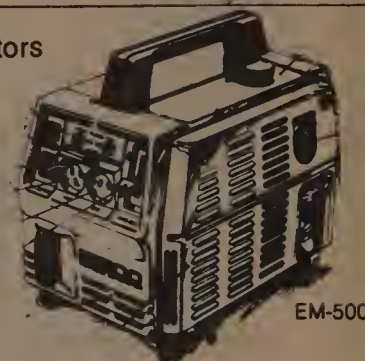
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EM 1600 . . 579.00	<b>\$495.00</b>	EM 4000 . 1332.00	<b>\$1192.00</b>
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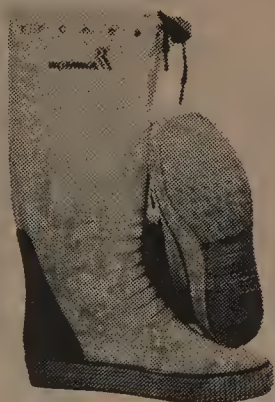
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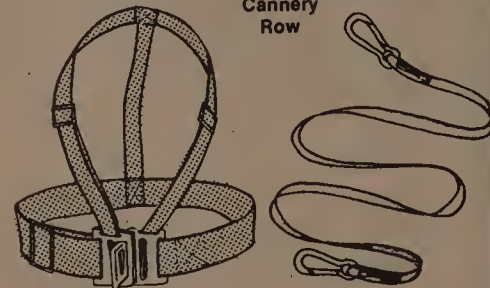
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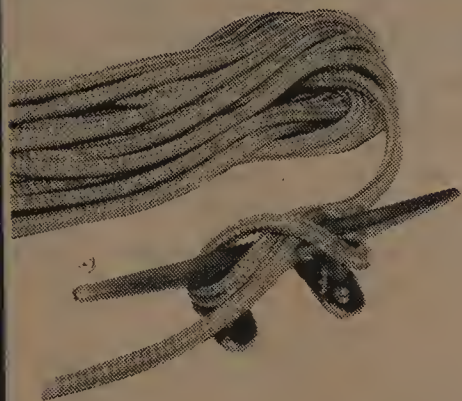
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7/16	6500	.58	.33
1/2	8300	.72	.42
5/8	14500	1.20	.71

Size	Brk. Strength	List	Sale
3/16	1200	.07	.04
1/4	2000	.11	.06
5/16	3000	.18	.10
3/8	4400	.25	.15
7/16	5900	.35	.20
1/2	7500	.45	.27
5/8	12200	.72	.42
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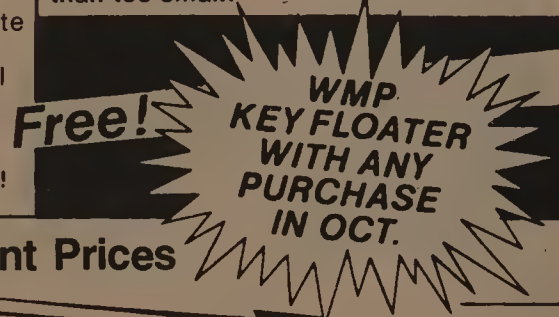
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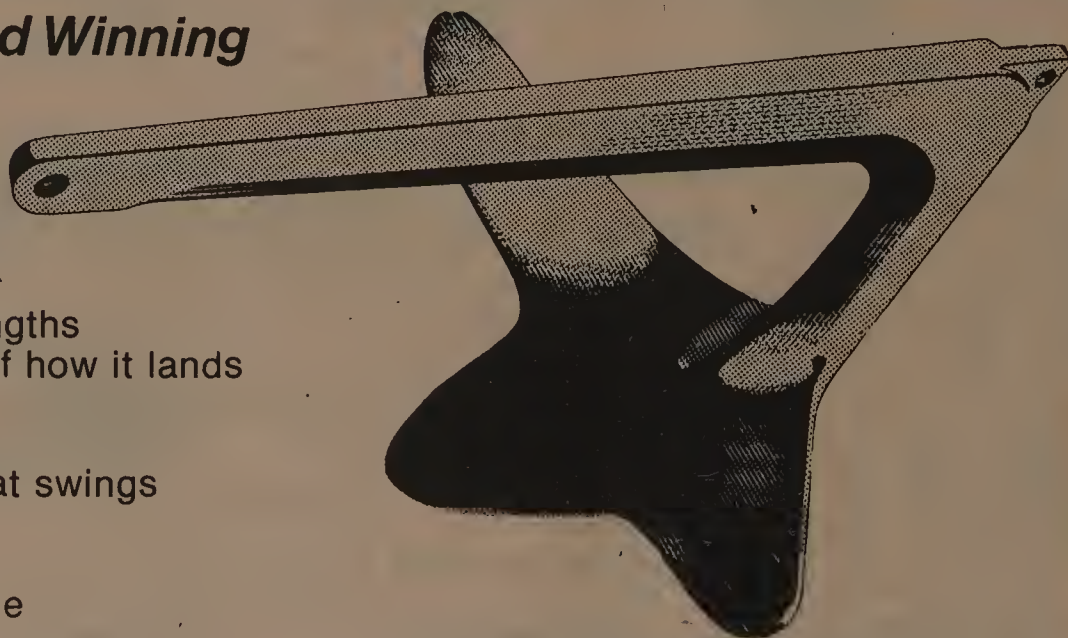
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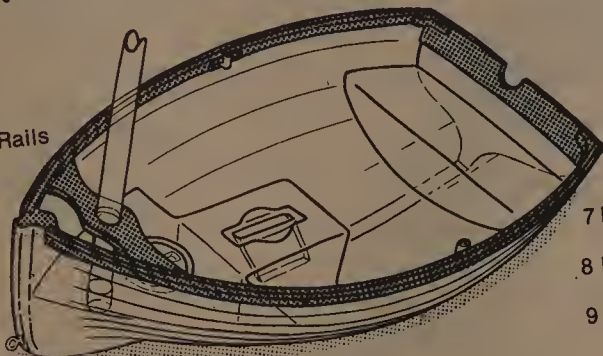


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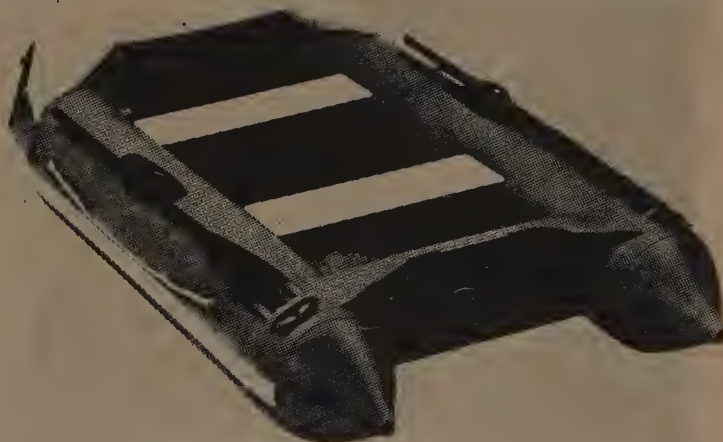


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# West Marine Products





## amazon queen model

What we've got here is Catherine Bach and an artist's rendering of her head and torso. We have to confess that when we first learned that Miss Bach was selected to be the model for the figurehead for the *Californian*, we almost gagged.

cont'd on next sightings page

## occ branch

A western branch of the Ocean Cruising Club was established recently in Long Beach. The OCC, which boasts more than 1,600 members from more than 40 countries, has the primary objective of encour-





## established

aging ocean cruising in small craft. The concept of small craft is somewhat liberal, allowing for anything under 70 feet.

In order to qualify for membership in the

cont'd center of next sightings page 29

## queen — cont'd

The *Californian*, you'll remember, is the full-scale replica of an 1840's Revenue cutter that is currently under construction in San Diego for the Nautical Heritage Museum. This 145-ft tallship will serve as a sail training vessel, will lead the fleet in the 1984 Olympics tallship parade, and will represent the Golden State in Opsail '86 commemorating the Statue of Liberty's Centennial in New York.

But Catherine Bach as the model for the figurehead? How Hollywood, how trashy, how undignified! Now don't get us wrong, she's a handsome woman to be sure, even sexy say some folks who've seen her decked out in her *Dukes of Hazzard* TV show short-shorts. That's fine and dandy, but do we want such a symbol on the bow of the state's historic vessel?

Well shame on us for failing to distinguish between a real life person and the character they play in a drama. Investigating the situation a bit, we discovered that Miss Bach is actually a descendent of the Verdugo family, reported by CBS-TV to be "one of the state's Spanish founders". No doubt it was not her short-shorts, but her heritage that led the museum's board of directors to select Miss Bach to pose as the Amazon queen, Califia, mystical island namesake of our state. It also certainly didn't hurt that the television personality has been active in supporting the non-profit, privately financed ship-building project.

The *Californian*, which will carry 10,000 square meters of square-rigged sail over her 145-ft hull, is due to be launched in May. With an estimated speed of 14 knots, she's expected to be one of the fastest tallships.

Actually there's something of a renaissance of tallships going on. The *Pride of Baltimore*, a recent visitor to San Francisco is still rather new; New York City is building a pilot schooner; Boston is building a two-masted schooner to be called *Pride of Massachusetts*; and Melbourne Smith, a driving force behind all of these, hopes to begin plans on a full-scale clipper ship to represent the United States.

## mr. hi-tech

Richard Bidleman spent his summer on a working vacation. With the bow of his Columbia 36, *Kid Stuff*, nestled in the tules of Fig Island on Potato

LATITUDE 38/SHIMON



The office of the future?

Slough, he wrote twelve chapters of a book called *Audio Visual Training Data Processing*. While the title may sound imposing, Bidleman refers to his work, which will be sold in conjunction with an instructional video tape, as

cont'd on next sightings page





LATITUDE 38/SHIMON

## hi-tech — cont'd

comparable to driver's training. "I'm not interested in how a computer works," he says. "I want to know what they can do for you and me."

For Bidleman, an energetic college professor in computer sciences at Berkeley's Vista College, the latest portable computers have allowed him the freedom to enjoy his sailing and work together. Rising at 6:00 a.m. on the Delta, he would start work at his Radio Shack Model 100, a three-ring-notebook-size microcomputer with a typewriter keyboard. When the noon heat got to be too much, he'd knock off and spend the rest of the day relaxing.

cont'd on next sightings page

## occ —

organization Sir Humphrey Barton started in 1954, one must have completed a port-to-port passage of 1,000 miles or more. In other words, if you've done a California/Hawaii trip or even a Puerto Vallarta or Manzanillo Race, you qualify.

The establishment of a west coast branch hopefully will provide a means of keeping members in contact and a forum by which to



## hi-tech — cont'd

Four "AA" DC batteries were enough to power the low current drawing memory and LCD display for up to 20 hours. When he wanted to print up a hard copy of his efforts, he plugged his Epson MX80 dot matrix printer into the Honda generator and ran out as many pages as he needed. In two months he used less than half a gallon of fuel!

Bidleman says his friends refer to him as "Mr. High Tech". Besides his on-board computer and printer, he's got a cordless telephone, a state-of-the-art telephone answering device with a microprocessor and a modem attachment. The latter is a device which allows him to transmit with his computer over phone lines. He's got one project in the works whereby he could set up an international billboard for timesharing condos around the world using this means of telecommunicating.

Bidleman's ultimate goal, though, is to telecommunicate without being hooked up to shore, and this is where he sees great possibilities for sailors. He recently discovered that amateur radio operators are already telecommunicating via computer using a satellite orbiting earth as a relay station. With a single sideband radio onboard and the proper interface, he could type a message into his computer and send it off into space. The satellite would transmit it directly to another ham operator or hold it in its "electronic mailbox" for future delivery. Sending messages this way would be quicker and more accurate than a verbal broadcast.

There are, of course, other onboard uses for computers. Bidleman uses his as a data base, with phone numbers and other facts available at the touch of a button. He has a complete inventory of his 200 music tapes, and says the same system could be used for keeping track of provisions on a long cruise. A navigational program could be included as well.

As for potential problems with electronic circuits in a salt water environment, Bidleman says in the seven years he's had computers onboard his boats it simply hasn't been an issue. He doesn't have special covers for them or anything like that — the only precaution he takes is leaving a heater on during the winter months to keep things relatively dry.

## pushing too hard

There was an incident that occurred during the first race of the St. Francis Big Boat Series, one that has potential repercussions for all Bay sailors. Unfortunately the incident never needed to have happened.

The deal is that when the Atlantic division boats in the series were reaching

cont'd on next sightings page

## cont'd

exchange information. A quarterly newsletter is planned as well as meetings and cruises, the first of which is a New Year's run to Catalina.

For further information on membership, write Mr. Stephen Vercoe, Chief Officer, R.M.S. *Queen Mary*, P.O. Box 8, Long Beach, California 90801.

## chiropractor's fantasy



LATITUDE 38/RICHARD



# SIGHTINGS

## pushing — cont'd

across the Bay from Sausalito's Yellow Bluff area to a mark directly in front of the St. Francis YC, they confronted some commercial traffic. This traffic consisted of a tug pulling two barges, and the 529-ft *Nada II*, which looked like it was carrying half a million Datsuns. This traffic was entering the Bay from the sea, with the faster travelling freighter overtaking the slower tug.

The lead racing boat was *Annabelle Lee*, a Peterson 48. She rather comfortably cleared the bow of *Nada II*, and just reasonably crossed the bow of the tug. She was not tooted at by either vessel.

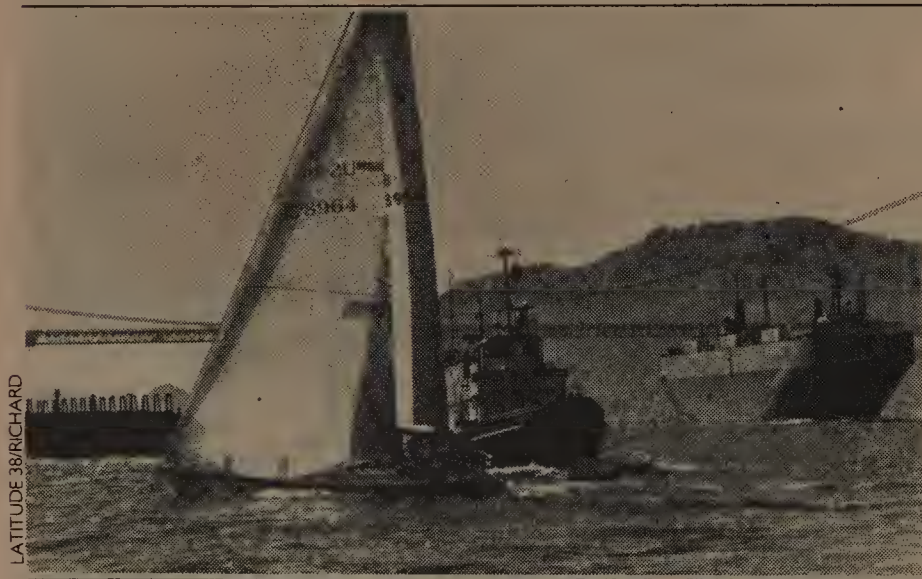
This was not the case with the second racing boat, *Secret Love*, a Peterson 45 owned by Brad Herman and sailed by Ron Love, Lowell North, and some of the finest sailors in the world. They had two choices; they could either tack back behind the freighter and lose ground to *Annabelle Lee*, or they could really press the issue and try and squeak in front of the freighter. (There was no way they could make it in front of the tug, too). Being talented, competitive, and feeling they could tack away right up to the very end, they forced the issue.

We mean they really forced the issue! Watching the mini-drama unfold, we had positioned *Latitude 38's* photo boat in a position to best observe what was going to happen. Despite being only 100 to 200 feet away, it was not clear until the very last second whether *Secret Love* would actually pass in front of the freighter or not. What was clear, was that someone of the *Nada II* was furious. Not only had he given the five toot "get out of my way right now" warning two times, but just after *Secret Love* crossed their bow somebody leaned over the side and screamed, "You could have been killed". Indeed they could.

The immediate effect of this close call — besides the anxiety attack for the captain and pilot of *Nada II* — was heard just a short while later. An out-bound freighter, perhaps with the very same pilot who had just missed *Secret Love*, tooted 35 times — seven sets of five "get-out-of-my-ways" — at other racers, although he never got anywhere near as close to the other boats as he had to *Secret Love*.

It's situations like this that ruin relations between racers — and all sailors — and the Coast Guard. If the pilot didn't file an angry complaint with the Coast Guard we'd be damn surprised.

Despite the well-known Inland Rule of the Road that vessels under 65-ft may not impede commercial traffic, *Secret Love* was not penalized. *Aleta*



Above, *Annabelle Lee* clears the traffic. Right, how close is too close?

wrote up a protest, but it was poorly written and was apparently filed just moments after the deadline. Since the incident occurred in the full view of the St. Francis race shack, we figured the race committee might have taken some

cont'd on next sightings page



## svendsen's

For the 11th year in a row, Svendsen's Marine in Alameda will be holding their popular annual flea market.

The date is October 15, the time is between the hours of 10 a.m. and 4 p.m. There is no charge, and everyone is invited to bring the whole family, a table, a picnic lunch, and enjoy the afternoon. No com-





LATITUDE 38/RICHARD

## flea market

mercial enterprises will be allowed, however.

If previous flea markets are any indication, shoppers looking for the best bargains should get there early. Good stuff moves fast.

Svendsen's is located at 1851 Clement Avenue in Alameda, you won't have any trouble finding it.

## pushing — cont'd

action to chuck *Secret Love* out of the race. They did not.

To be fair, *Secret Love* was not the only boat to have a close call with commercial traffic during the Series, but to our knowledge hers was by far the closest. And no matter, it went beyond all bounds of reason. If we racer's are not going to police our sailing, then the Coast Guard will, in which case we'll all suffer. We don't like to tell anyone what to do, but the racer/commercial traffic problem needs to be addressed right now.

Commercial traffic, it should be noted, is just one of the breaks of the game. *Camouflage*, the eventual winner of the Atlantic division suffered badly

cont'd on next sightings page



## pushing — cont'd

by having to duck *Nada II*, and *Bullfrog* probably lost Friday's race because the ammunition ship *Flint* first blocked her path to the next mark and then stole all her wind. *Bullfrog* never had a chance to force the issue, a Coast Guard vessel was there — lights flashing and sirens blaring — making sure everyone stayed away. Part of good sportsmanship — and safety — is accepting the breaks; losing out to commercial traffic is one of the breaks.

**Update:** Jim McCartin of the Coast Guard has informed *Latitude 38* that a formal protest has been lodged against *Secret Love* by the pilot aboard *Nada II*. The pilot says the closest point of approach was just five feet! The pilot claims that *Secret Love's* cutting across his bow — despite warnings — jeopardized their lives as well as those aboard the 8780-gross ton freighter.

McCartin says the Coast Guard will "aggressively" pursue the case against *Secret Love* and will also be taking up the matter with the St. Francis YC.

If found in violation of the rules, the owner of *Secret Love* may be fined, although that's not always what happens. In past cases some operators have admitted their error and the cases were dropped; in others operators were required to travel on a freighter to see how difficult and dangerous such behavior appears from another perspective; some have been fined.

We at *Latitude 38* certainly hope the Coast Guard takes sufficient action to see that a lasting impression is made not only on all those directly involved, but all other sailors on San Francisco Bay, too.

## rabbits or royalty

Some magazines have bunnies of the month, we seem to be developing a 'King of the Month' feature. Last issue it was King Olav of Norway, this month it's King Juan Carlos of Spain.

King Carlos — whom we're glad to notice shares the Californian affection for t-shirts — is seen in this photo with Jim Kilroy, owner of globe-girdling maxi *Kialoa*. The two were in Mallorca for the maxi series with *Ondine*, *Mephisto*, *Helisara*, *Nirvana*, and *Midnight Sun*.

A lot of people wonder what football players talk about in the huddle; we



Left, King Juan Carlos.

wonder what yacht owners like Kilroy say to a king. Although it's highly unlikely, our over-active imagination conjures up scenarios in which Kilroy would say, "Okay Juan, it's a deal then. A straight across trade, my old

cont'd on next sightings page

## big boat,

It's what? It's gone. That's what Julius Cohn of San Francisco discovered when he went to the Sausalito Yacht Harbor to see his 1969 Kettenberg 60 motorsailor, *Born Free*. Apparently the boat had been out of her berth since about the 10th of September.

Early rumors were that the boat was taken for a joyride over to Oakland or up the Delta. But with the passing of time, it's more and more likely that the boat was taken out the Gate. Reputedly its Mercedes diesel had

## bad bay

In our August issue we published a letter from Robert Keefe of Larkspur to the United States Coast Guard. In that open letter Mr. Keefe simply wanted to express his concern for the safety of boardsailors on the Bay, many of whom enjoy zipping in and around many of the bigger, less maneuverable craft. Mr. Keefe's concern had become acute after he'd almost run over a young woman who had cut across the bow of his large yawl and fallen directly in its path.

It was only a week or so later that a board-sailor from Oregon, Todd Basch, collided with a Golden Gate Transit District Ferry in Larkspur. The twenty-two year old was able to swim to shore, but he reported \$1,000 damage to his sailboard.

Although it's not clear exactly how the collision occurred, the local police reported that the ferry had tried to slow down to avoid contact. Authorities report that there have been a number of close calls in the popular boardsailing area near San Quentin, most of them a result of boardsailors trying to ride in

## send that

Undergraduate college students looking for an adventurous semester might want to consider SEA, which stands for the Sea Education Association.

Based in Woods Hole, Massachusetts, this 11-year old program has a six-week onshore component, during which students tackle oceanography, nautical science and maritime affairs, and a six-week voyage component. They sail and study aboard the

## ssc back on

The Sausalito Cruising Club, which nearly sank a year ago during a Friday night post-race beer bash, has refloatated itself with a new, custom built barge.

To celebrate they're holding another bash, complete with live Dixieland jazz, a Hungar-



## big reward

range of 4,500 miles, which conceivably could put it deep in the South Pacific.

Although we weren't able to confirm it before going to press, it's believed that the insurer, Hartford, is offering a \$10,000 reward for safe return of the boat. The white vessel with blue trim carries the Documentation No. 522617, and has a hailing port of Sausalito. She is a wood ketch.

If you see her, you are requested to call Don Kenyon at 445-3484.

## boardsailing

the ferry wake.

We don't know of anybody who wants to restrict boardsailing on the Bay, but by the same token we don't know anybody who wants to innocently run over or collide with a boardsailor. If there continues to be more incidents, we're afraid some authority or another is going to want to come down on boardsailing. We don't want that, so boardsailors should go ahead and blow everybody's mind with your speed and skill, but do it from a safe distance.

*Update: Commander McCartin of the 12th District told Latitude 38 that they have requested that a fine — which can be up to \$5,000 — be levied against Todd Basch. The case will be heard by a Coast Guard District hearing officer.*

*McCartin stressed that there is room for boardsailors on the Bay, but that the Coast Guard is pursuing this case to demonstrate just how serious they are about avoiding situations like this in the future.*

## kid to sea

125-ft staysail schooner *Westward*. Each student then completes an individual research project designed during the shore component.

Recent trips have gone to the Caribbean, Gulf of Mexico, and the Western North Atlantic. If this appeals to you as a great scholastic adventure, contact SEA at P.O. Box 6, Woods Hole, Massachusetts 02543 or call (617) 540-3954.

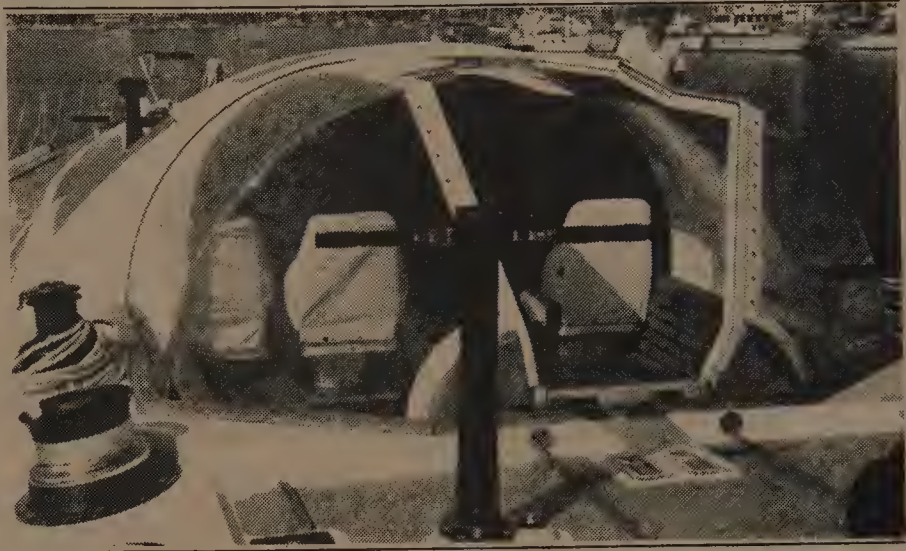
## it's feet

ian dinner and full bar, on October 22nd. Members and prospective members are invited to attend. The festivities start at 5 p.m. and run until 9. The club phone number is 332-9922.

## royalty — cont'd

*Kialoa III* for all of Spain, and I promise not to beat you with my new boat."

Actually *Kialoa* crewmember Louis Kruk reports that talking to a king is like talking to anybody else. They discussed cameras, how they stop down the



Mephisto's jet fighter-type cockpit canopy.

aperture in different light conditions, stuff like that. Juan Carlos only sailed on *Kialoa* one day, but he did bring with him royal luck; it was the only race *Kialoa* won in the five race series.

Top honors went to the Dave Pedrick-designed 80-foot *Nirvana* owned by Marvin Green of the east coast. *Kialoa* was second, *Helisara*, was third. The boat demonstrating the best speed potential, however, was Jan Pehrsson's *Midnight Sun* from Sweden. She did badly because of administrative and crew problems, but the 80-foot Petersen design could really move at times. The same could not be said, unfortunately, for Huey Long's Milgram-designed *Ondine*, which just doesn't seem to have it.

The series almost ended before it started, when it blew 23 knots true in the first leg of the first race. In those fairly moderate conditions *Mephisto* dropped her rig, and three other boats ripped their plastic No. 3's. It made some folks wonder how state-of-the-art maxis really are.

For the remainder of the series the true wind was an ideal 10 to 15 knots, the air temperature in the high 80's. Postcard perfect.

*Mephisto*, a European design, had an interesting feature shown in the accompanying photograph. Just as jet fighters have a plastic canopy top, so does *Mephisto*, theirs hydraulically dropping down to cover the cockpit area. Exactly what the purpose of this was remained a mystery.

For *Kialoa* and most of the fleet it was on to Sardinia, for what promised to be the biggest maxi event of the summer. From there it's on to next February's SORC in Florida, where she'll meet head-on with Jake Wood's new maxi, *Sorcery*, designed by Gary Mull of Oakland.

## do you enjoy the technical aspects of sailing?

Then you won't want to miss the XIII Ancient Interface International Symposium October 8 and 9 at the Embarcadero Holiday Inn in San Diego. This two-day program devoted to technical advances in sailing is sponsored annually by the American Institute of Aeronautics and Astronautics (AIAA), and the Society of Naval Architects and Marine Engineers (SNAME). An additional sponsor this year is the San Diego Association of Yacht Clubs.

For those who enjoy these technical treats, an outstanding program has been lined up. Some of the more well-known invited speakers are John

cont'd on next sightings page



# SIGHTINGS

## symposium — cont'd

Letcher, Dennis Connor, L. Bergeson, Gary Mull, Ray Richards, Bill Crealock, Kerry Geraghty, Bruce Nelson, and Alan Adler.

Some of the topics include 'Experimental Studies of Capsizing in Breaking Waves', 'Magnus Tor Test and Evaluation for Auxiliary Propulsion', and 'Present Trends in the Design and Construction of Sailing Vessels'. The last event of the symposium might be one of the more interesting, a field trip to the Lochkeed Towing Basin where R.H. Richards will speak on the 'Modern Sailing Vessel for Ocean Research'.

The cost of the various presentations and meals is a very reasonable \$83. Although the deadline for reservations supposedly ended on September 30, we'd give Public Policy Officer J.S. Bogen a call at (619) 223-7783 and see if he can't get you in.

The Ancient Interface, for your edification, is the oldest continuous technical forum on sailing in the United States.

## things that go bang in the night

Overnight cruisers at Angel Island's Ayala Cove experienced a frightening event on September 10th. At about 8:30 p.m., several large motor vessels were spotted churning through Raccoon Strait. Suddenly gunfire split the



Hospital Cove on a normal afternoon.

evening. These weren't just one or two shots, but heavy metal stuff like machine guns. Everyone ducked and some people thought they saw bullets landing within 30 feet of their anchorage. When the motor craft passed, several folks slipped their mooring line and split.

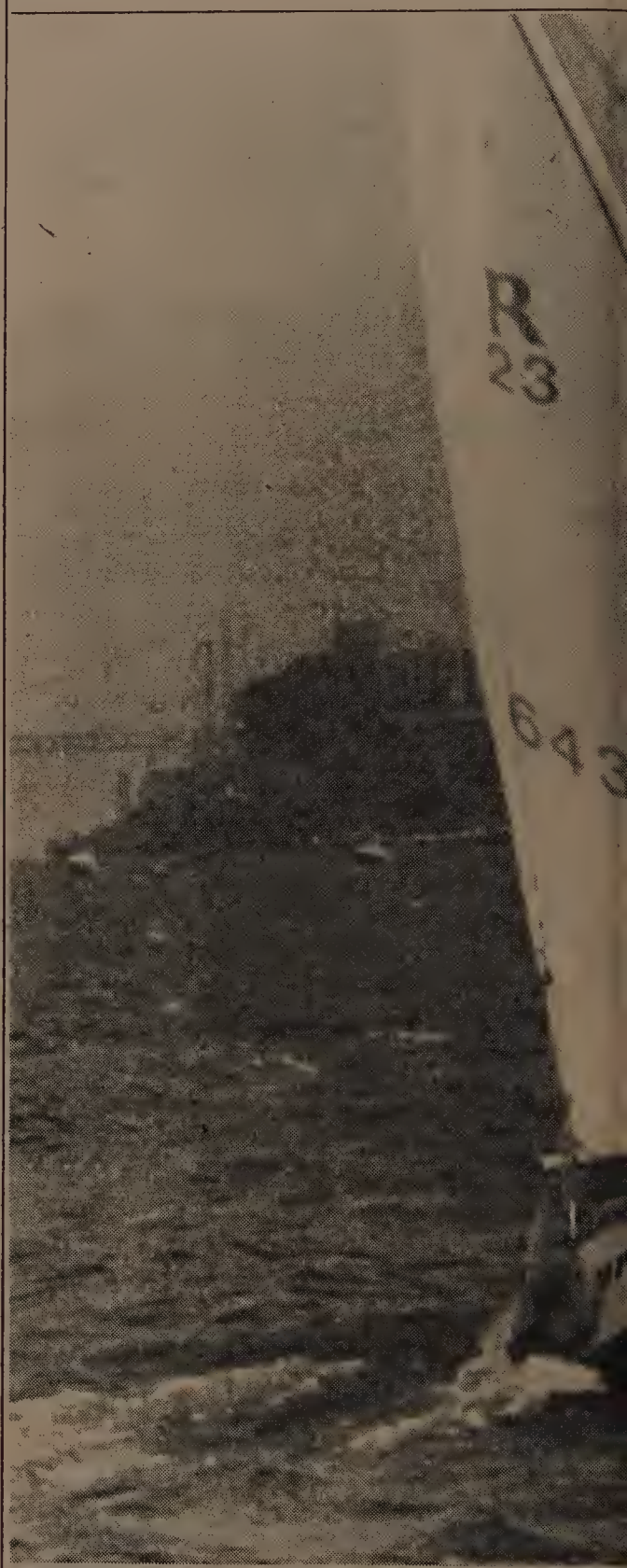
It turns out that what those folks witnessed were some practice sessions being conducted by the Navy's Special Boat Unit 11 from Vallejo. Every now and then these guys have to go and practice in their 32-ft patrol boats — the same ones we used in Vietnam. Normally they head up to the sloughs of the Delta, but sometimes they need an open Bay to practice it.

Lt. Commander Scott McKay of the Unit apologizes for any inconvenience — or soiled shorts — they may have caused. McKay, who owns Peter Sutter's old 33-ft sloop *Spirit*, assured us that only blanks were used. (Up in the Delta they do sometimes use live ammo.) He added that the PVR's, as the boats are called, will be at San Francisco's Fleet Week festivities from October 13 to 16. You can go for a ride with them at that time.

## the unknown racers

Often overshadowed by larger and more publicized local and regional rac-

cont'd on next sightings page



## bird news

For the 23rd year in a row the waters of Richardson Bay Wildlife Sanctuary off Tiburon have been closed to boating activity. The boundaries of the sanctuary have been marked by buoys to keep those not familiar with the area from straying. Actually few





## on the bay

boats enter these mostly shallow waters, although the area is becoming somewhat popular with boardsailors.

The National Audubon Society explains that the reason for the closing is to provide a

cont'd center of next sightings page 111V

## unknown — cont'd

ing events, there's a tremendous amount of not-quite-grand-prix sailboat racing going on in the San Francisco Bay. In the above photo two Ranger 23's are struggling to get around a Harding Rock during a heavy flood.

The Ranger 23's, of which there are 20 racing one-design, are just one of the many classes on the Bay that make up the ODCA (One-Designs Classes Association). In all, there are 357 entries in one design racing.

cont'd on next sightings page



## unknown — cont'd

But that's just one association of San Francisco's YRA (Yacht Racing Association). You can't forget the HDA (Handicap Divisions Association), or IORDA (International Offshore Rule Designs Association), both of which boast several hundred entries each. As you might expect, the IORDA sails under the IOR rule and is very competitive, while HDA sails under the PHRF rule, and is slightly less competitive.

During the next several months we'll be featuring the winners of all the classes in these divisions, so stand by. This month the SYRA (Small Yacht Racing Association) winners are featured.

## blockbusters?

This is what you call a big turning block. You can tell because the deck shoe in the lower part of the picture is a size 11.

The turning block is mounted on *Tiana II*, screenwriter Stirling Silliphant's Swan 76. Having taken a little pleasure cruise on *Tiana*, we can tell you that not only the turning blocks, but everything is huge on this 76-foot boat. It's luxuriously appointed, too. There's every electronic piece of equipment you can imagine, huge staterooms, and airline-style seats in the main salon of red leather. Stirling's office, let us not forget, is lit by two beautiful antique brass lamps from a hospital surgery room.

But don't get too jealous about all this. After owning the boat long enough to bring it to the west coast from the factory in Finland, Stirling realizes that it's almost too big and complex a boat for him to enjoy. At times he longs for his old Islander 36.

But the Swan is a business tool for Stirling, a research vessel as it were for the 12-book paperback series he's writing for Ballantine. The series, the first of which is called *Steel Tiger*, would be of interest to many of our readers because the main character, John Locke, is making ends meet on his world cruise by taking on detective work from time to time. Besides being a Viet vet, John used to be a cop in San Francisco, so there are references to well-known landmarks, and talk of tacking right up to the dining room of the St. Francis YC.

Stirling, who has had great success in Hollywood, has no illusions that he's creating 'art'. He's just trying to put together a fun, action-packed series to help pay for the big boat. And action packed the *Steel Tiger* is.

Right on the very first page Locke's 44-foot ketch is being attacked by pirates off New Caledonia. When he finally gets to Noumea, virtually the first person he meets is a lovely young girl on the back of a \$5 million Benetti powerboat, who likes to lounge around in public in little more than her pubic hair, which has been manicured to the shape of a heart. And she's one of the more normal characters in the book.

Then the main female character's husband drove his red Ferrari off a cliff in the Med while a woman was . . . well you'll have to read about that. Even Locke's parents are unusual; she's a famous French painter, he's a naval architect in San Diego.

It's a fun book, the best part of which may be the foundation work which has been laid for the remaining 11 in the series.

Stirling, however, is not just interested in writing paperbacks about sailing. Oh no, he's got a TV pilot project hopefully to be acted upon, which will be called "Paradise Here We Come". This would feature two guys and a woman cruising to the South Pacific.

What's all this got to do with the size of turning blocks on *Tiana II*? Geez, we don't have the foggiest.

## one case in point

We were cleaning out the office bookshelves the other day and came across a copy of the 1981 Vessel Waste Discharge Survey that had been con-

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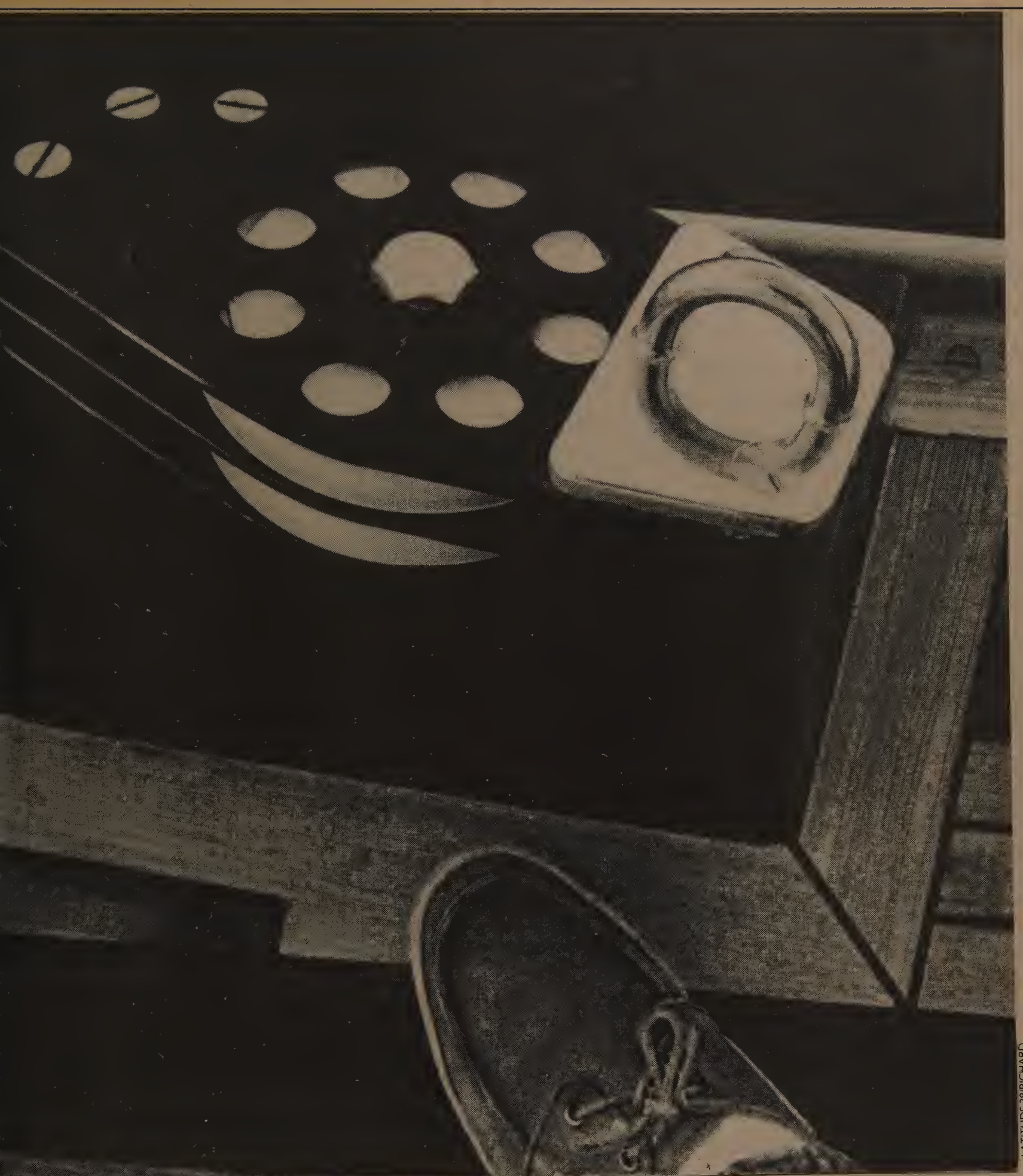


## bay birds

refuge for the more than 350,000 birds that winter there. The Society has expressed thanks for the cooperation boaters have shown in the past.

When the birds head north again in





LATITUDE 38/RICHARD

### — cont'd

spring, the sanctuary will once more be open to boating activities.

All the birds need now is a permit from the BCDC to 'pollute' the Bay and violate the public trust.

### one case — cont'd

ducted by the California Regional Water Quality Control Board of the San Francisco Bay Region.

The Water Quality Control Board's Study was the basic research from which the BCDC's Staff Report on Houseboats and Liveaboards conclusions

cont'd on next sightings page



## one case — cont'd

were drawn.

We glanced at the RWQCB's report and couldn't help but laugh when the first paragraph we read stated: "The Regional Board's bacteriological standards for water contact recreation were not violated in marinas characterized by several or no liveaboards and poor circulation, including: . . ." They then went on to list six different marinas.

Now what's funny about all this is that at the time the report was done we lived in one of those marinas the RWQCB believed had no or just a few liveaboards — and good water quality. And we were a far cry from being the only ones who lived-aboard there at the time. So did the wife, so did Warren, Rosa, some of Rosa's family, Betty, Bob, the guy with the Islander 37, and we can't remember who all. We were getting around quite a bit in those days, and to our knowledge it was perhaps one of the most densely lived-aboard marinas in the Bay Area. (Not counting houseboat marinas).

Now isn't it interesting that 1) nobody apparently could even tell that anyone was living aboard — suggesting that the BCDC's "public trust" argument against living aboard is impotent; and 2) that the Regional Water Quality Control Board detected good quality water where there were lots of liveaboards and poor water circulation.

Ignorance is bliss, but unfortunately it seems as though that's what the BCDC Staff Report wants to base future policy on. A little knowledge is a dangerous thing, and from our perspective that's what the BCDC is working with.

If you'd like to make a comment on the BCDC's Staff Report on Houseboats and Live-aboards, you still have plenty of time. Under a revised schedule, written comments by interested parties will be accepted until February 29, 1984. After that deadline the BCDC Staff will prepare a response to the comments submitted, and "make changes to the report that are demonstrated to be needed". A revised report will then be presented to the BCDC Board in March or April of '84.

Contrary to some press reports, the BCDC did not establish a citizen's advisory committee on the matter.

If you'd like to comment on the BCDC report or get a copy of it, you may do so by calling Margit Hind at 557-3686. Margit you may remember, was the subject of last month's *Latitude 38* Interview.

In a somewhat related issue, a meeting was held in Santa Barbara last month to consider limiting the number of liveaboards in that harbor to no more than 15% of the total. In so doing Santa Barbara officials join a very long list of government agencies in Southern California that disagree with one of BCDC's two main arguments against liveaboards — that living aboard is in violation of the public trust.

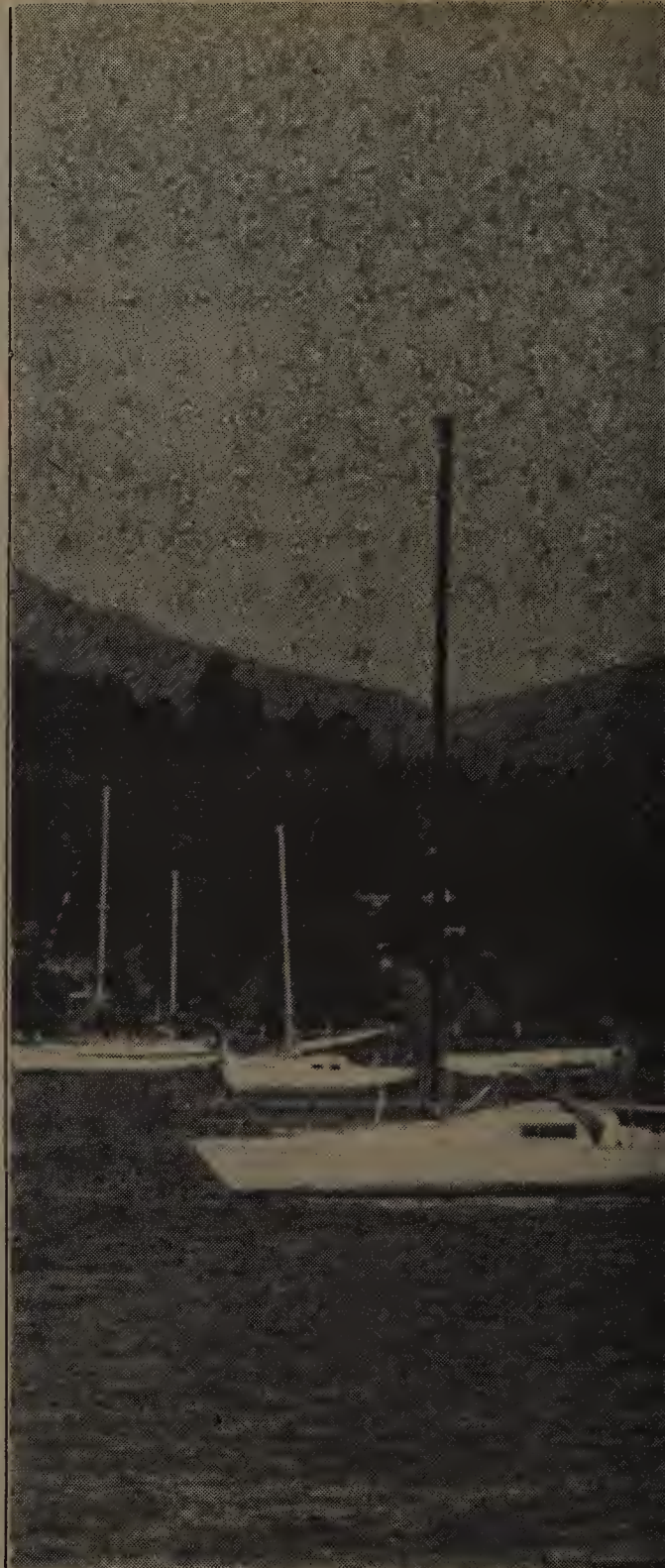
## marina bay charges on

Over at Richmond's Marina Village the very first condominium residents are about to move in. Meanwhile other phases of this huge project continue to move forward.

Of interest to current berth holders is this month's beginning of construction on a 16,000 square foot harborside building. The first floor of the building will house the Marina Bay Bar and Grill, a casual and "popularly priced" place to eat for folks who have been out sailing or working on their boats. On the second floor there will be a more formal restaurant, as yet to be named. Both eating facilities will have excellent views of the harbor and Bay. The top floor of the building will be the new harbormaster's office. Everything should be ready by next June.

Of interest to all Baysailors is the fact that come December the first of the "private" — as opposed to City of Richmond — berths will be ready for oc-

cont'd on next sightings page



## bay

We've always wondered which were the most popular places to anchor for the night in the Bay. So on Labor Day weekend we toured the Bay and took a hull count at the various spots. This is what we found.

The mooring buoys on the west and north sides of Angel Island were packed. By default they are the most popular. They are also the noisiest, least private, and often the least comfortable.

The Sausalito waterfront had a huge number of boats, perhaps as many as 80. Some of these were Pacific Northwest boats on their way south, although most were local. Currently the popular place to anchor off Sausalito is between the Horizon restau-





## wandering

rant (formerly the Trident) and Pelican Yacht Harbor. There's a lot of room and good holding ground, and usually it's pretty calm. There's plenty of nightlife nearby, if you go for that kind of stuff.

The Paradise Park area of Tiburon had a big crowd, about 75 boats anchored out. There's no nightlife or action here, but the holding ground is good and the water usually flat. It's possible to row to shore and have a picnic on the grass at Paradise Park.

They say it's illegal to anchor in the cove between Yerba Buena and Treasure Island, but a fleet of about 35 boats, including lots of multihulls, weren't bothered by anyone. The

cont'd center of next sightings page 91

## marina bay — cont'd

cupancy. Two hundred of these will rent out for \$3.75 a linear foot, the same price as the city's berths.

An additional 72 berths will be available for sale — well the 50-year lease for them will be up for sale. Although the exact prices have not yet been determined, Kate Petersen of Marina Bay says current figures being contemplated are \$500-500 a linear foot for those who are also buying a condominium, and \$600-\$650 a linear foot for those who are just 'buying' a berth. In other words if you're just interested in a 40-foot berth, it will probably run about \$24,000. Financing for berths has yet to be finalized.

Purchasing a sublease to such a berth automatically means you become a member of the new yacht club about to be built at Marina Bay. The club will have showers, tennis courts, a spa, and eventually food and liquor service. Monthly fees for the club will be about \$25 to \$35 a month.

All berths for sublease will be identical to the City-operated berths. This means there will be dock boxes, telephone hook-ups, separate electrical

cont'd on next sightings page



## marina bay — cont'd

meters, hose connections — the works.

The breakdown of all the new berths is as follows:

28 foot . . . . .	2
32 foot . . . . .	51
40 foot . . . . .	61
44 foot . . . . .	78
56 foot . . . . .	33

There will also be 20 assorted side ties ranging in length from 36 to 108 feet. For information call Marina Bay at 620-0300.

## the end of a dream

We never met Dean Klicker in person; we only knew him from the articles he wrote us from out in the Pacific. Nonetheless we feel he was a friend. This friend was lost at sea off the Northern California coast on September 9.

Dean, who worked in a lumber yard, and his wife, Susy, who was a nurse, had spent "what seemed like a hundred years" building their ferro cement cutter, *Magnolia*, in Chico. After sailing the waters of the Delta, Bay, and California coast, they set out for Hawaii in the summer of 1982. It was from different island locales that Dean sent his writing to *Latitude 38*. There he also self-published his *Cookbook Navigation, Without Theory*.

They spent a year in the islands before sailing to Washington in the summer of this year. On September 4, 35-year old Dean, and 30-year old Susy left Neah Bay, Washington, for San Francisco; neither of them would make the trip all the way on *Magnolia*.

Sixty-five miles off Point Arena, some five days out of Neah Bay, *Magnolia's* forestay snapped in 30 to 40 knots of wind and 10 to 12-foot seas. This caused the roller furling genoa to unwind, and with a loosened backstay, the mast began to pump wildly. At 1 a.m. the two of them managed to secure the roller furling to the mast and set up a spinnaker halyard as a replacement forestay. However neither of these measures provided an adequate solution to *Magnolia's* pumping mast.

Dean concluded the only way to reduce the windage — and more importantly the strain on the mast — was to go to the top of the mast and cut the roller furling down. He first decided it was too risky in the bad conditions, but shortly thereafter decided it had to be done. This he was able to do, and the rig was quieted greatly. But on the way down, just below the upper spreaders, he lost his grip and fell. He struck *Magnolia's* dinghy, then bounced overboard.

Susy saw him in the water, but then lost sight of him. When looking with a searchlight didn't help, she desperately cut every line on the boat that might foul the prop, and the motored around looking for him. Several times she came across debris she'd thrown over to mark the spot, but never saw her husband again. The Coast Guard arrived quickly, but they too were unsuccessful in their search.

Dean was wearing a lifejacket at the time he fell, but no safety harness. Susy assumes that he was probably injured from his fall from the mast, but that perhaps she could have pulled him aboard had he been wearing some kind of safety line. The bitter irony of it all is that the two of them had been particularly safety conscious throughout their entire trip.

After it became clear her husband would not be found, Susy began to go into shock and was taken off on an oil tanker that eventually made port in Valdez, Alaska. The boat was taken to Fort Bragg; Susy plans to bring it down to the Bay soon and put it up for sale.

As much as we love sailing, we can't adequately express the sorrow we feel at a time like this. There's always a bright side to everything, they say, but we can't find anything to be cheered about here. May he rest in peace.

cont'd on next sightings page

## bay wan-

holding ground is good, and again anchoring in the lee of land doesn't give westerly winds time to build up a fetch. This cove is perhaps the most secure anchorage, but the Bay Bridge traffic makes it a little noisy.

Aquatic Park is supposedly only open to boats that don't motor, but we doubt the crowd of 25 boats over Labor Day all sailed in. For some reason this place was a big



## irrepressible tristan

Way back in the early days of this publication we had the chance to meet the extraordinary man pictured above, Tristan Jones. The Welsh veteran of the Royal Navy had come to the west coast to plug his book, *The Incredible Voyage*, which documented his novel — and successful — attempt to sail the lowest (the Dead Sea) and highest (Lake Titicaca) waters of the world. This was a challenge that sounded easier than it turned out to be, but of course Tristan prevailed. If you haven't read the book, you really owe yourself, because it's a great tale by a terrific adventurer.

We can't remember all the places Tristan's been and things he's done since then, al-



## dering — cont'd

favorite with the Canadian cruisers. You can row to shore and be within easy walking distance of a million good and bad restaurants. But where do you leave your dinghy where it won't be stolen or vandalized?

Since we didn't make it up to McNear's Beach, this concludes our Bay anchorage survey. Did we miss any?

though we do remember him spinning a great yarn about being trapped inside an iceberg with his boat for something like six months. There he taught his dog to play chess, the better to while away the time until the thaw. A no-nonsense reporter from some august journal like *The New York Times* pointedly asked Tristan if that was really true or not. Tristan, we're told, looked at the inquirer as though he just didn't understand the more important things in life — which of course he didn't.

Anyway just the other day we got a letter from good old Tristan, describing a circumnavigation he will be undertaking on October 10 with Wally Rediske. Tristan advises us that "Project Star" as it's called (dedicated to the memory and spirit of Terry Fox), is a "plain, simple, cold, calculating effort to give hope by example". Hope especially to the handicapped, to show them what they can accomplish.

Not long ago Tristan lost one leg at the thigh; but as his stationery says, "whichever way you turn me, I will stand". He will, too.

Tristan will be sailing a 36-foot trimaran, *Outward Leg*. The vessel was designed and built by Leo Surtees, and originally known as *Osprey*. Her unique self-right capability was featured in the pages of this publication several years ago. Tristan advises, "The sea-trials were a roaring success, so much that the cry that *Outward Leg's* grace and beauty raised in me was emotional enough to make Homer's "Thalassa!" sound like a cringing moan. We had a good 25-30 knot breeze off Point Conception and seas up to 12 feet. There were not many birds out and aloft on July 31st, but those that were showed us a fine welcome. I was very much at home, as the sea and the lively breeze was much like the Irish Sea off the coast of dear old Wales. In fact it was so like home that in the whistling spray as we headed at fifteen knots or so, I became positively homesick."

It's hard to believe an adventurer like Tristan being homesick on the water. Bon voyage, Tristan, the best of luck!

## end of dream — cont'd

Dean wrote a long guide called, "The First 48 Hours in Honolulu", that Susy believes he would have liked *Latitude 38* to publish. Look for it early next year when sailors start planning trips to Honolulu again.

## unnecessarily overworked

The Coast Guard is kept very busy, but not by commercial maritime activity. What really fills their caseload is the unprepared boater. With just a little bit of care and intelligence on the part of pleasure boatowners, the Coast Guard's workload could be cut in half.

Chief Young at Coast Guard Group San Francisco located at Yerba Buena reports they handle about 3,000 cases a year. Most of the calls they get are from worried people who have family or friends on boats that are overdue. Almost always the only problem is a lack of communication.

As a typical example, Chief Young cites a recent case in which a couple went out for a Saturday sail and neglected to mention that they might spend the night on their boat. When they didn't return that evening, worried family called the Coast Guard for help. The Coast Guard tried to contact the missing boat on VHF, but were unsuccessful. The missing couple had their radio turned off and were sleeping peacefully.

In another recent example a 45-ft Coronado left Morro Bay for Oyster Point Marina in San Francisco, but never arrived. It was finally traced through the insurance agent, and found safe on September 14 in Southern California. In yet another case the Ranger 33 *Tsunami* was to have left Hawaii on August 9; a month later the Coast Guard was called by concerned family to investigate. On September 15 she was located underway.

Right now the Coast Guard has a report that the 50-ft sailing vessel *Isi*, with a crew of four, is still overdue from Guam to San Diego. If you see this white ferro cement center cockpit vessel, the Coast Guard would like to be notified. So far their harbor checks on the west coast have turned up nothing.

Coast Guard San Francisco also gets a huge amount of Search and Rescue cases, in fact they were the fourth most active search and rescue unit in the entire Coast Guard in 1981-82. During that time the Yerba Buena branch responded to 1,051 search and rescue cases.

"Of the number of cases to which we respond," says Lieutenant Commander Milton Moore, Commanding Officer of Base San Francisco, "five percent or less involve commercial vessels." The big problem is people who go out on pleasure boats but who have inadequate equipment, knowledge, or both. The majority of search and rescue cases they respond to are inside the Bay, not out on the ocean. Eight-four percent of them are within three miles of shore.

Here are just a few of the examples. On September 17 *Merlin* reported that the 36-ft *Incision* was aground mid-channel at the San Leandro marina. The Coast Guard pulled her off. The 30-ft *Palladin* was rescued from a similar situation a few weeks earlier. *Succubus*, a 30-ft sailboat from Sunshine Charters of Sunnyvale had engine failure off the Oakland Estuary last month and required assistance.

Sometimes the Coast Guard is called because of legitimate problems, but far too many of the cases involve situations such as sailors without charts driving their boats right up in the mud. Friends, can't we do something to reduce this waste of taxpayer's money and the Coast Guard's time and resources?

Of course there are times when there are boats overdue and in need of help, but often times the Coast Guard has nothing to work with. The Coast Guard gets countless panicked calls from friends and relatives, who don't know what kind of boat the Coast Guard should look for, what color, what rig, the registration number, the sail number, or even the destination. As you might expect, this makes their job a little bit more difficult than it need be.

If you're the worrying type and your hubby or girlfriend is about to take off on a passage, have them fill out a float plan. Coast Guard Group San Francisco (556-4471) will be more than happy to send you one.



# LIFERAFT SERVICE & SALES

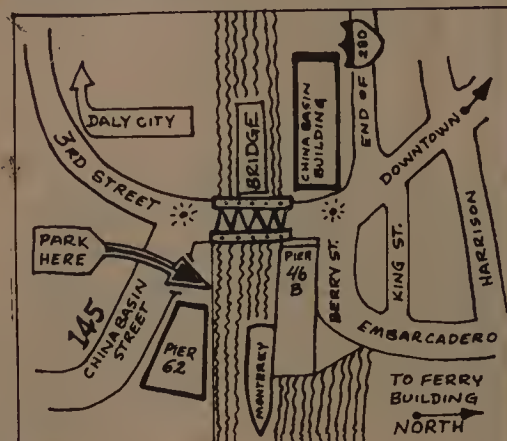


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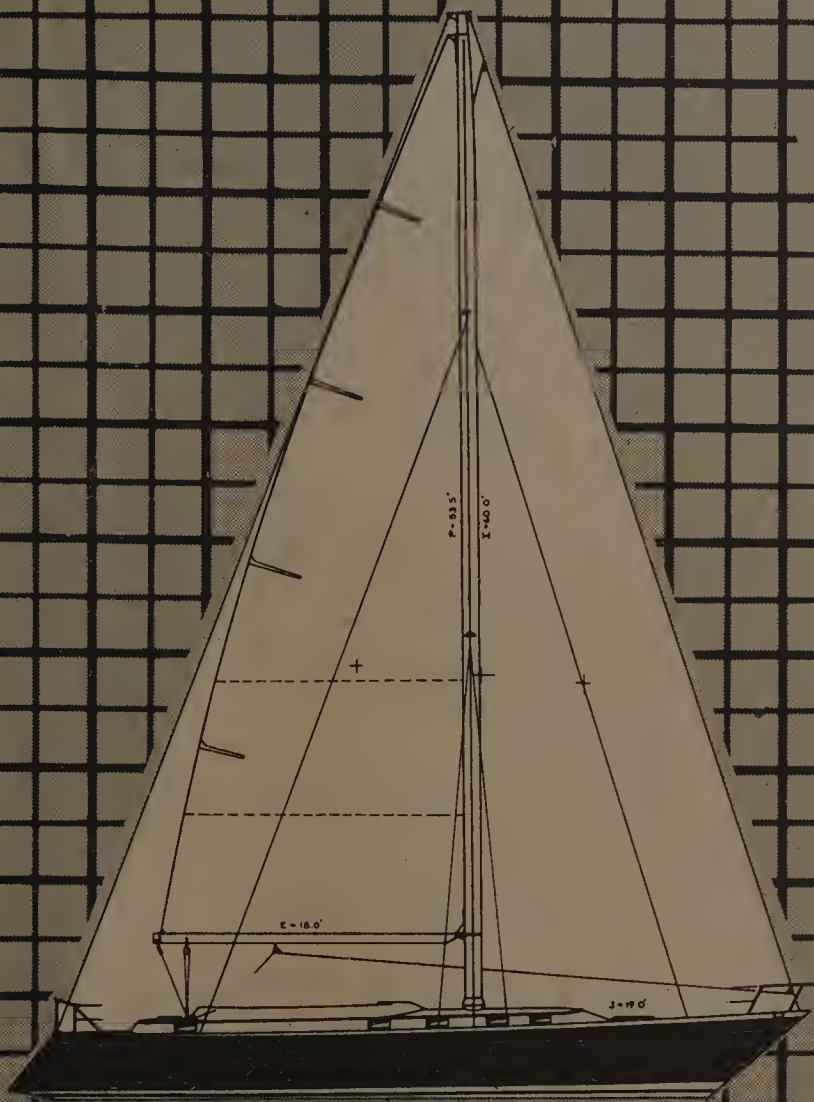
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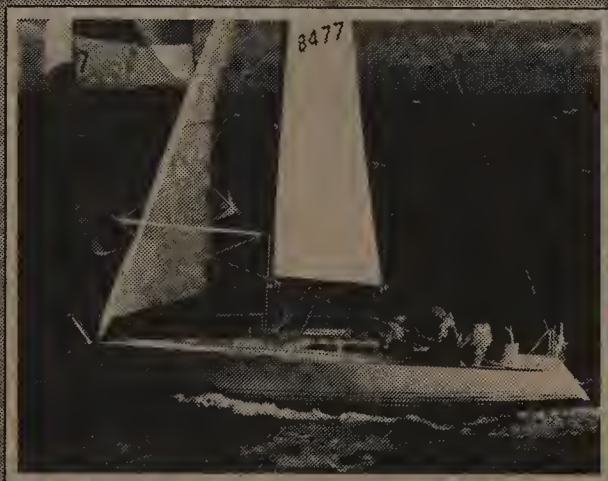
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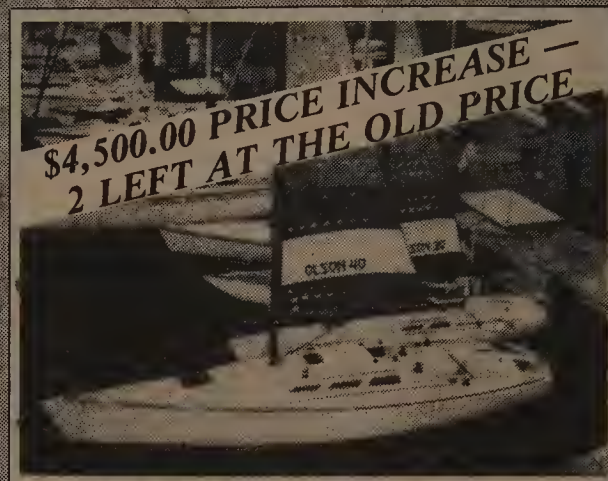
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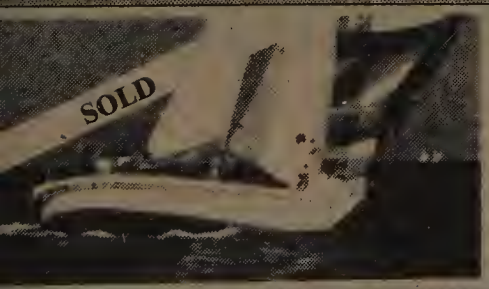
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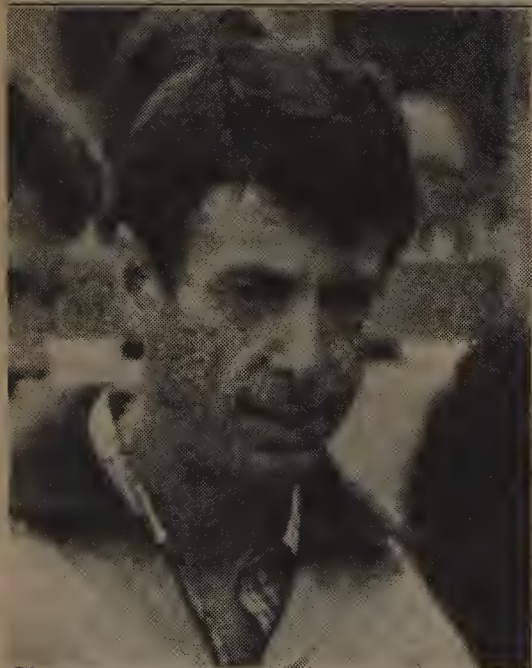


# BIG BOAT

While most of the sailing world's attention was focused on "that other race" off Newport, Rhode Island, in mid-September, there was no lack of sailing talent gathered for the 19th St. Francis YC Big Boat Series from September 11 to 17. Even members of *Defender's* 12-meter crew, who had just been excused from further racing after 18 months of intensive sailing, couldn't resist the opportunity to come play on the Bay. As in the past, the Big Boat Series was a spectacle of boats and bodies, of strategies and socializing, of early morning preparations and repairs to late night revelry and recollection.

This was an off year for the maxi boats such as the 80-footers *Kialoa* and *Condor*. Some felt the absence of these behemoths detracted from the series, but what the fleet may have lacked in grandeur, it certainly made up for in ferocity of competition. Attending were two of this year's Admiral's Cup team, Bill Palmer's Holland 40 *Shenandoah* from Newport Harbor and Monroe Wingate's Serendipity 43 *Scarlett O'Hara* from Oakland. TransPac winner *Bravura*, Irv Loube's Frers 46 from Richmond, and runner-up *Great Fun*, Clay Bernard's Davidson 50 from Richmond, also attended, as did Class A winner, the Burgin brothers' Santa Cruz 50 *Oaxaca* from Santa Cruz. An indication of how tough the Big Boat fleet was — only one of these thoroughbreds was able to win its division!

San Francisco's much heralded fall weather added to the atmosphere. The first



Larry Harvey of *Brooke Ann* narrowly won the Keefe-Kilborn Trophy.

LATITUDE 38/SHIMON



LATITUDE 38/RICHARD

brace of races were run under hot, sunny skies. While the land bound sweltered, a moderate if not overwhelming sea breeze cooled the racers, although sunglasses, visors and tanning lotion were in big demand. By Wednesday the 14th, the day of the "businessman's special" contest which started at 3 p.m. rather than the customary 1 p.m., the marine flow had reformed. The wind tunnel through the Golden Gate was in fine working order for the remainder of the week. The ability to avoid broaching became as important as sailing fast and smart, and

the photographers had plenty of opportunity to add to their 'crash and burn' portfolios. After a spectacular triple jibe and broach series on Friday, *Wall Street Duck's* helmsman Jim Maloney made the comment, apropos of several others in the fleet, that "I was emptying the fishies out of my seaboots!"

## St. Francis Perpetual

Originally intended as a maxi ultralight division, with boats such as *Merlin*, *Ragtime* and 1983 TransPac first-to-finish *Charley* invited, this group ended up as an almost one-





Big Boat portrait.

design fleet of Santa Cruz 50's. For various reasons (like *Charley* losing her keel on the return from Honolulu), the above mentioned speedsters failed to show. A cozy group of five 50's waged battle for the St. Francis Perpetual trophy, a reproduction of the original which was destroyed in the 1976 Christmas fire at the St. Francis.

Designed by Bill Lee and bearing many similarities with his legendary *Merlin*, the

50's are tender craft. While the overleaded IOR entries were often carrying full headsails, some of the 50's could be seen with blade jibs and reefed mains in an attempt to keep them upright. Hank Grandin, who chartered *Raider* for the series and won the opening race, had the equivalent of two football teams onboard. There was barely enough room to sit down!

Grandin's opening victory was soon overshadowed by the performance of *Oaxaca*, which reeled off four bullets after taking an inaugural third. Owned by Larry, Joe and

Rick Burgin, the boat was skippered by Jack Halterman and had "only" 18 onboard. Included in that group were the Burgins' dad Dave and Larry's son Gary, not to mention three married couples. "This was definitely a family affair," commented one of the crew at their victory failgate party the night before the final race. *Oaxaca* didn't have to sail the last day, but went out and won anyway.

The Burgins have owned their boat for 2½ years. The trio, who work in construction, competed in the 1981 Big Boat Series, taking second that year when the 50's com-





peted as a one-design fleet. Since then they've added lead and lowered the boat's rating slightly and spruced up their sail inventory. Besides winning this year's Class A in TransPac, *Oaxaca* also topped *Earl of Mar* in the 1982 Veeder Cup, a match racing challenge between the Santa Cruz YC and Monterey Bay YC.

Winning the tie for second was *Earl of Mar* under the guiding hands of Harvey Kilpatrick (who drove *Oaxaca* in the TransPac). They edged out Roy Disney's chartered *Samurai* by virtue of better finishes in three out of five races. Actually there were two Disneys on *Samurai*, Roy Edward (Walt's nephew) and his son Roy Pat. The latter, who owns a Hawaiian TV station and usually sails on his Capri 30, says they had upwind speed on *Oaxaca*, but kept breaking their kevlar halyards. Helping the Disneys with local knowledge were tactician Jim DeWitt and trimmer Bruce Powell.

The *Shadow* knows . . .

#### City of San Francisco Perpetual

This prize, a gold spade used to break ground for the Golden Gate Bridge, has been on loan to the St. Francis since 1968. The value of the trophy certainly was commensurate with the net worth of the divisional entries, with such boats as Dave Fenix's Peterson 55 *Bullfrog*, Sy Kleinman's Frers 59 *Swiftsure*, and Richard Rogers brand new Soverel 55 *Shadow*. For the second year in a row, the green hulled *Bullfrog* won the coveted trophy, overcoming both a strong start by John Arens' Frers 51 *Tomahawk* and a strong finish by *Shadow*.

The *Frog* had no lack of talent onboard. Besides Steve Taft, who has served as sailing master over the past year, Fenix enlisted the services of *Defender* crewmembers Paul Cayard, who drove, and Ken Keefe, as well as navigator Ben Mitchell, Sr., from South-

ern California. Also onboard was the boat's new owner, Monte Livingston. The silver-haired Livingston, who has campaigned the Peterson 50 *Checkmate* for several years, received the trophy for *Bullfrog's* win, saying he felt a little guilty about taking the boat away from the Bay Area. He promised, however, to return often.

*Bullfrog* will have plenty of fast company in the southland, as evidenced by the impressive debut of *Shadow* and the continued fine performance of *Tomahawk*. The former, named after the legendary radio sleuth Lamont Cranston, whose image appears on the dark gray topsides ("The *Shadow* knows . . ."), was designed and built by Florida's Mark Soverel. Her hull resembles Soverel's SORC runner-up *Locura* with its large, humped stern. The rig is a towering, four spreader 15/16th's fractional arrangement that rises 81 feet above the deck. "It's been a little hard to get under control," said main driver Dick Deaver. In the first race, which came only three weeks





LATITUDE 38/RICHARD

after launching, they blew up one of the winches for the running backstay. They also had a weight distribution problem. Tactician Don Trask reported that in order to keep the bow out of the water upwind no one was allowed forward of the second stanchion from the stern. That put them three deep on the rail!



LATITUDE 38/SHIMON

Rogers is an ex-Flying Dutchman and Tempest sailor from Los Angeles who has owned a cruising 55-footer by Soverel since 1979. A Navy veteran with three tours of duty in Vietnam to his credit, Rogers found Olympic dinghy racing required an almost professional commitment. His various agricultural businesses, among them cattle ranching and sod growing, took up too much time for that type of program, as did his devotion to his family of four children. A serious ski accident spelled an end to small boat racing, and a year ago he decided to have Soverel build him a high tech, go-fast IOR racer. "It's not unlike a giant Flying Dutchman," he says. "There's a go-fast string for everything!"

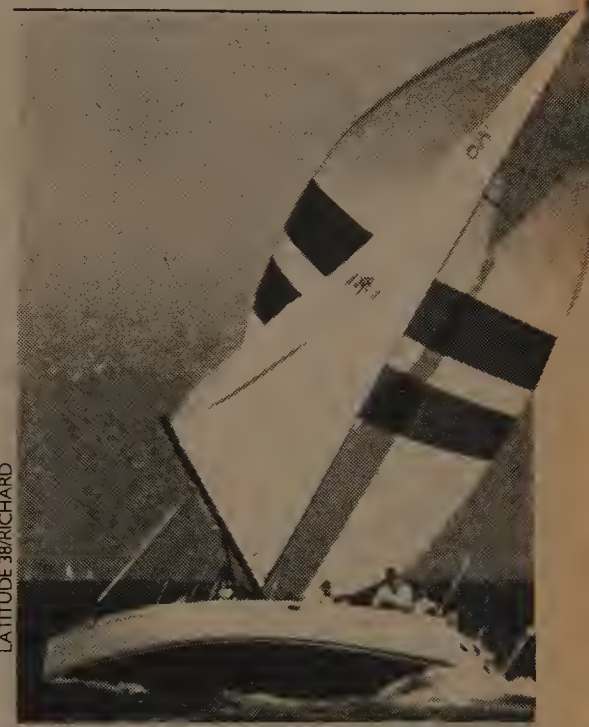
By the fourth heat, the *Shadow* was in gear, winning the last two races to edge out John Arens' hard luck entry *Tomahawk* by a mere 1/4 point. The 70-year old Arens, a coupon redemption magnate from Los Angeles says part of the reason he sold his Holland 41 by the same name was that he always seemed to be one of the smallest boats in his class. Ironically, he still has that predicament with the dark blue 51-footer, which is built of aluminum. The boat is so quick, however, that it seems to require only that those sailing it not slow it down too much going around the course.

Unfortunately, Aren's charges were unable to follow that formula. After winning the opener by 45 seconds on corrected time, they had a two-minute margin built up in the second race. Preparing for a spinnaker take

The Burgins, left to right, Larry, Rick, Joe, Dave and Gary.

down before the last beat they found the retrieval cord (attached to the middle of the chute) had fallen out. They attempted to pull the large kite down with the lazy guy. Something went haywire and the next thing Arens knew he had 14 guys being dragged overboard by the water-logged sail. The mess required stopping and pulling the sail back into the boat before they could resume, only to lose to *Bullfrog* by eight seconds on corrected time!

Disaster struck again in the fourth race when, during a spinnaker change, a crewmember was flung overboard. Luckily he



LATITUDE 38/RICHARD

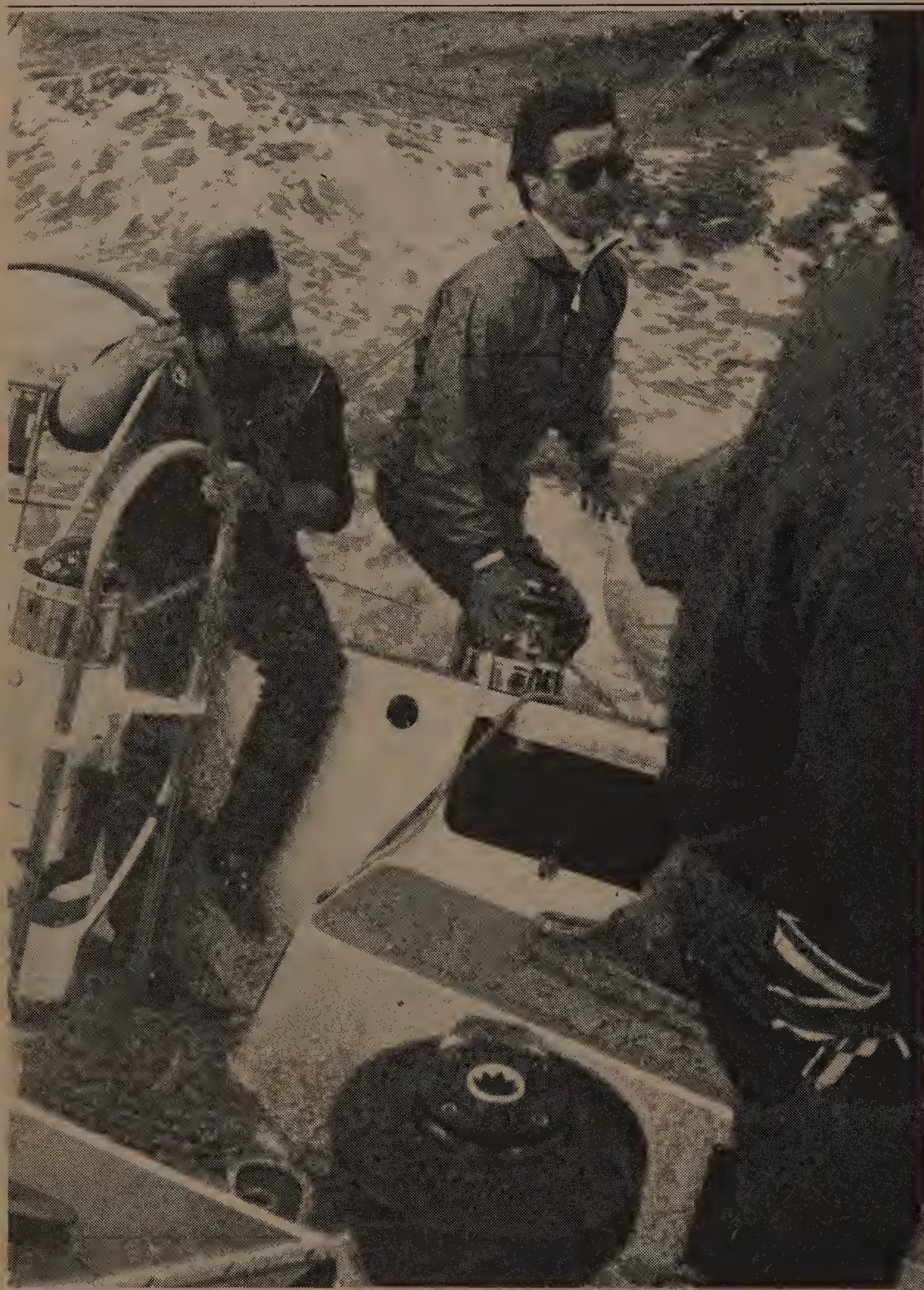
"Oh my, oh my!"

was able to grab the retrieval line of one of the chutes — during a mid-race change there is a period when both the old and new spinnakers are flying simultaneously — and was pulled back aboard. *Tomahawk's* fourth place finish in that race was her worst of the week.

The remainder of this fleet never seemed to really get into the hunt. Geoff Fraser's *Whistlewind*, which originally planned to compete with the ultralight maxis, had to give too much time to the purer IOR designs to be competitive. Sy Kleinman's venerable *Swiftsure* underwent considerable sprucing up for the series — including a brand new paint job — and showed flashes of speed, but nothing consistent enough to crack the top three. Clay Bernard's *Great Fun*, a winner in this fleet two years ago,



# BIG BOAT



Onboard Whistle Wind.

didn't have the boat speed, even when 12 meter helmsman Tom Blackaller guest skippered for the final two races.

## Atlantic Trophy

This was the fifth time the bell from the famed three-masted schooner *Atlantic* was awarded, and it went to the surprise performer of the series, Al Schultz and Vicki Lawrence's brand new Frers 45 *Camouflage*. They put on an impressive

display of upwind sailing, scoring a pair of deuces and three aces. "We had a full house," said the pleased Schultz after accepting the keeper prize.

Schultz, who owns a leasing company, and Lawrence, formerly Carol Burnett's sidekick and now star of her own TV series, went through five or six cruising boats before deciding they wanted to get in on the excitement of big time racing. They purchased the Peterson 43 *Oz* and competed in Long Beach Race Week in 1981 and the TransPac later that year, correcting out to fourth in class. Al decided to go for broke, commis-

sioning German Frers to design "an Admiral's Cup quality" 45-footer. The boat is actually part of Al's leasing company. Its performance at the Big Boat Series should make it a real money maker.

Launched two weeks before the series began, *Camouflage* underwent her shake-down trials on the Bay under the guidance of driver Ed Lorence. "Every time we came back in we would add a little lead until it felt right for the Bay's breezes," said the Southern California sailmaker, who was part of the recent buy out by Sobstad Sails of Jim DeWitt's Richmond loft. "When we finally got what felt right we took it over to Myron Spaulding's yard and had it measured."

The result of this approach was an extremely fast and close winded craft, able to point its way out of any adverse situation. "There were times when I thought we'd never see her again," commented *Bravura* tactician Russ Williams. "We'd look around again and there she was." Twice in the first two races the light blue craft came from the tank to the top, passing such stalwart performers as *Secret Love*, *Bravura* and *Pen-dragon*.

Not to be overlooked was the crew work of "Team Bubba", which included Ben Mitchell, Jr., Buzz Boettcher and several



Irrational crewmember Linda Corrado switches from business gear to . . .

LATITUDE 38/RICHARD



other Southern California veterans. Schultz, who grinds the port winch, couldn't say enough about their combined talents. He even participated in their 'blast nights', the partying which took place before the two laydays. The theory, he explained, was that you get so tired from the merrymaking that you can't help but retire early for a good night's sleep the following night. On the ensuing race day you're well rested and ready to go.

Vicki Lawrence also took an active part in the racing, as she has in the boat since its inception. It was her idea to name it *Camouflage* (which means 'hiding in battle') and she designed the boat's graphics: the light blue hull with a wave on the bow and the sky blue and white cloud spinnakers. According to Al, he thinks about which regattas they'll attend — he's looking at SORC and the Clipper Cup next year — but Vicki is the one who makes the final decision. Sound familiar?

One of the pre-series favorites in the Atlantic Perpetual class was Brad Herman's Peterson 45 *Secret Love* from the Del Rey YC. The handsome red sloop was runner-up last year (as well as second in class at this year's SORC). Heavyweights Lowell North, sailing master, and Ron Love, driver, head-



... sailing gear.

LATITUDE 38/SIMON

LATITUDE 38/RICHARD



ed the talented crew for Herman, a Beverly Hills gardener who does contract work for military bases.

*Secret Love* started the series with a hair raising bullet. Close reaching across the Bay from Sausalito to the City Front, they were confronted by the incoming 529-ft tanker *Nada II*. While the rest of the fleet slowed down or maneuvered out of the ship's way, *Secret Love* held her course and passed under the bow. The *Nada's* pilot, who has filed an official complaint with the Coast Guard, said the sloop passed within five feet of the steel hull! The racing rules prohibit entries from interfering with commercial traffic and at least two competitors filed protests. Unfortunately they failed to register their complaints properly and *Secret Love* got away with the stunt. She was never able to score higher than third after that, which could be viewed as some sort of poetic justice.

Returning to the IOR wars after almost

Notice how *Camouflage*, left, blends into the background.

two years was Belvedere's Bill Clute in his Peterson 48 *Annabelle Lee*. As scratch boat, the big red, white and blue sloop was able to sail into clear air ahead of the smaller boats, but couldn't find the speed buttons to save her time. Mishaps such as pulling out the head of their #3 jib at the start of race four and busting a tie rod shortly thereafter didn't help either.

Irv Loube and his crew on *Bravura* had trouble shifting from their winning TransPac mode to the more intensive around the buoys racing. Driver Chris Boome had them over early in the first race. They managed to sail back to fifth place, but they lacked the edge needed to repeat last year's Atlantic Perpetual victory. With his boat almost three years old now, attorney Loube plans to add a new mast and keel this winter in anticipation of going to SORC in February. A lighter, stronger stick will allow him to shorten the spreaders and trim his headsails closer to the



# BIG BOAT

centerline, thereby improving pointing ability. Irv says he'll get German Frers to draw a new keel, one like *Camouflage's*, which should help upwind too.

Sporting a new keel already and ably driven by Finn sailor Kim Worthington, John MacLaurin's *Pendragon* dogged the heels of the front runners. Farther back but nevertheless able to snar a victory in the second heat was Dave Fladlien's Davidson 45 *Confrontation* from the San Francisco YC.

**T**his year's nostalgia entry was Warren Yee's Derecktor 44 *Salty Tiger*, which was state-of-the-art in 1969 when it won the SORC. When the heavy, age worn sloop rafted up with the other boats in the St. Francis harbor, it was apparent how far yacht racing design has come in the last 14 years. Yee, having lost his driver Eric Nordholm (who had to go to Saudi Arabia on a business trip), ended up steering while 12 meter veteran Tom Turness ran the crew. With a mast almost 12 feet shorter than the other 44-footers they were badly underpowered. "In the first race we had everyone on the leeward rail while the other boats in the fleet had everyone on the weather rail!" said Yee. They did score some moral victories, placing eighth in the second raced and ninth in the finale.

## Keefe-Kilborn Perpetual Trophy

Donated in 1976, this crystal bowl honoring yachtsmen Harold Keefe and Ray Kilborn was sought after by a highly competitive fleet of 41 to 43-footers. The racing went down to the wire, with Larry Harvey's *Brooke Ann* squeaking out the series victory on the last beat of the last race. Trailing by three points, the red-hulled sloop from San Diego had positioned two boats between itself and the front running *Scarlett O'Hara*, Monroe Wingate's SORC winning *Serendip-*



LATITUDE 38/RICHARD

Above, *Winsome Gold*. Below, whose to say they don't?

ity 43. Approaching the final leeward mark, one of the buffer boats, Ray Pingree's *Clockwork*, spun out. Harvey's crew, aided by local tactician Jeff Madrigali, had to slow *Scarlett* down to allow Chuck Winton's *Chimo* to catch up. Somehow they managed to pull it off, winning the race and driving *Scarlett* back to fourth and one-quarter of a point behind overall.

**H**arvey, like Al Schultz and Vicki Lawrence, started off in cruising boats. After 15 years he moved into PHRF racing with a Cal 27. In 1980 he graduated to the Farr 38 *Timber Wolf*, which he sailed to division honors in that year's Kauai TransPac. He hung around for the Clipper Cup and got turned on by the IOR racing scene. Fearing *Timber Wolf* would turn obsolete, he sold it

THE ONE WHO DIES  
WITH THE MOST  
TOYS WINS

LATITUDE 38/RICHARD





and had the young design team of Nelson/Marek draw him a 41-footer. *Brooke Ann* was the result and he's been extremely pleased with the boat's simplicity and performance.

"Owning an IOR boat is a big commitment," says the peripatetic businessman, who has interests in real estate, export/import and electronics. "It's like owning a race car. You have to approach it professionally." Harvey recently donated *Brooke Ann* to UC Irvine and has a pair of new Nelson/Mareks in the works. One is a 30-foot MORC boat, which recently took Class A honors at the International Championships on Lake Superior. The other is a 40.0 IOR rater (50-ft overall) which will be launched in November. Harvey sees this type of boat as the coming rage, due in part to the fact that 40.0 rated feet is the upper range for team boats

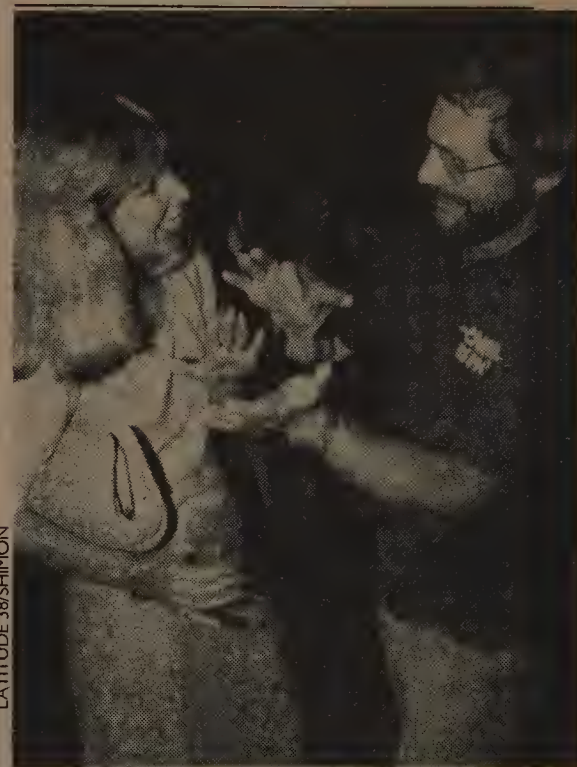
at international regattas such as the Admiral's Cup.

Harvey, who shared the driving in the Big Boat Series with designer Bruce Nelson, is also actively involved in forming an IOR owners' association. He feels such a group is needed to help solve problems like finding crews, proper maintenance, dealing with designers and builders, obtaining hardware, etc. "I've seen too many situations where the pros leave a new boat and the owner can't even get out of the slip!" he says.

**B**ay boats filled the second through fifth slots. After experiencing some mainsail problems in the opener, *Scarlett O'Hara* switched from kevlar to dacron (as she had done in SORC) and got into the fast lane. Billy George added a sure touch to the helm of

Roger Hall's *Wings*, while Ray Pingree demonstrated his ability to come back from a poor start. In the second race, which presented an interesting tidal mixture of flood in midbay and relief on the City Front and close to Angel Island, Pingree played the lanes perfectly and scored a bullet. Also competitive and improving throughout the series was Chuck Winton's *Chimo* from the San Francisco YC.

The hard luck entry in this fleet, and perhaps for the whole series, was John Buchan and his new Peterson 42 *Glory*. Two years ago the house builder from Seattle brought his Chance 54 by the same name to Big Boat Series and had mixed success. He bought down to the 42-footer and was reportedly having good success with it up north. On the delivery to the Bay Area, the white hulled yacht was scraped along a freeway underpass, requiring a trip to the boatyard for repairs. Buchan, brother of Star world champion Bill Buchan, came out smoking in the series with a first and third and looked



LATITUDE 38/SIMON

"There we were, see . . ."

poised to make the best showing a Northwestern boat has made in years.

**M**isfortune struck again, however. First, someone smashed his truck one night as it stood outside his motel room. Then he came down with food poisoning, ending up in the hospital. He let his crew sail the boat for the last two races. In the finale they were



in third place when a tug boat crossed their bow, threw its engine in reverse and tore off the sloop's bow! "How many bad things can happen in one regatta?" he asked on the phone while sitting at his Seattle office and looking out the window at his ravaged yacht.

Also entered in the Keefe-Kilborn division was the all-women team aboard the Peterson 41 *Irrational*. Organized under the title of the West Coast Syndicate, the group was comprised of several participants in last year's all Wahine crew on *Sweet Okole*. Sherry Wilson again served as project manager and Jocelyn Nash resumed her role as principle driver. Fashionably adorned in their light blue and white striped shirts, the 18-plus distaff sailors were easy to spot in the crowd. To some of the men they were quite an attraction; to others they were an irritating reminder that the world of yacht racing is no longer the masculine bastion it once was.

Out on the water the women acquitted themselves quite nicely, thank you. A month of four times a week sail training (plus mandatory workouts with weights) gave them the ability to get the fractional rigged *Irrational*



Sherry Wilson.

around the course smartly. Their lack of experience in a fleet hurt, however, and it wasn't until the final two races that they got everything coordinated. "We demonstrated that we're real sailors," said Sherry Wilson. "Stay tuned. We'll be back next year!"

#### Richard Rheem Perpetual Trophy

Named after the active St. Francis YC

member Richard Rheem, whose yacht *Morning Star* twice set records in the Trans-Pac, this category was handily won by another St. FYC member, Bill Twist, Jr. Driving the navy blue masthead sloop *Salute* himself, Twist compiled an impressive 1,1,4,2,2 record to easily outdistance second place *Quintessence*, owned by Santa Barbara's Don Hughes.

*Salute* had the advantage of being top rated in the 14 boat fleet, with only *Quintessence*, a near sister ship, able to match her through the water. Twist was ably assisted by the likes of Jim Pugh, Dave Hulse and Larry Herbig. The latter reports all three engaged in the "adversary system of calling tactics" with the final decision being up to the owner. Their only poor showing came in the third race when, according to Twist, "we read our

LATITUDE 38/RICHARD



Annabelle Lee on a power reach. Right, Wall Street Duck chums the Bay.

press and thought we should win every race". Letting *Quintessence* go, they tried to put Bill Palmer's *Shenandoah* away but in the process got caught too close to Treasure Island and ran out of wind, losing 1½ minutes and three boats. With wins in both Long Beach Race Week and the Big Boat Series, Twist is now setting his sights on next year's Clipper Cup in Hawaii.

Even with world class skipper Dave Ullman driving and Bay veteran Steve Toschi calling tactics, *Quintessence* couldn't find a way to beat *Salute*. Ullman, who plans to devote the next nine months to winning a gold medal in the 470 class at the Los Angeles Olympics, says they lowered their rating too much prior to the Big Boat Series. In an effort to get in the small boat division —





*High Risk*, which certainly lived up to its name in the final race. Leeward-most boat after the start on a starboard tack to the City Front, she was the only boat to squeeze in front of an incoming tanker. The rest of the fleet tacked away and floundered in the ship's lee, allowing Mizell's purple-hued craft, driven by Jim Coggan, to slip away into an insurmountable lead. As with the *Secret Love* incident, protests were lodged, but again improperly and Mizell was allowed to keep his bullet.

Sailing well for the second year in a row was Bert Damner's green Kaufman 42 *Damn Near*. It took the San Francisco YC yacht entry a while to get in gear, but they finished strong with a first and third. Also hanging in there was the six-year old *Lois Lane*, a Wylie 40 owned by Bill Erkelens. They pulled one of the great flyers of the series in the second race, going from dead last to second on the same beat that did *Shenandoah* in. Looking for the narrow band of early ebb tide along the San Francisco shore, *Lois* went all the way to Pier 39 and short tacked up the City Front to the St. Francis before reaching across the Bay to Sausalito. "We had nothing to lose," commented one crewmember.

So another Big Boat Series is history. Those who did well can look forward to a winter of pleasant memories and anticipation of equal success in the future. Those who fell short of their goals are thinking about how to shore up their weaknesses. Maybe some new sails, or something to lower the rating. One thing is certain, though. With 33 of the 52 entries in this year's series hailing from the

and avoid having to sail against the bigger *Scarlett O'Hara* — they added lead and cut sail area to drop from 32.1 feet to 31.6. Ullman felt they gave away too much to *Salute*, which rated slightly higher at 31.9 feet.

All that was relatively academic out on the course, however. Both *Quintessence* and *Shenandoah* had trouble figuring out where to go in the tricky currents on more than one occasion. *Shenandoah*, just back from the Admiral's Cup, looked like a serious threat to *Salute* after taking second in the opener and possessing a juicy 30.2 rating. On the long beat from Treasure Island to Yellow Bluff in the second heat, though, the green and white yacht strayed into the flood tide and plummeted to a second to last. Driven by Peter Isler, the Newport Har-



bor YC entry came back with a bullet on Wednesday, but had to eat those 13 big points in the no throw out scoring system.

Ending up third overall was Jim Mizell's

greater Bay Area, it's clear that IOR racing is alive and well in the shadows of the Golden Gate.

— latitude 38 — suc



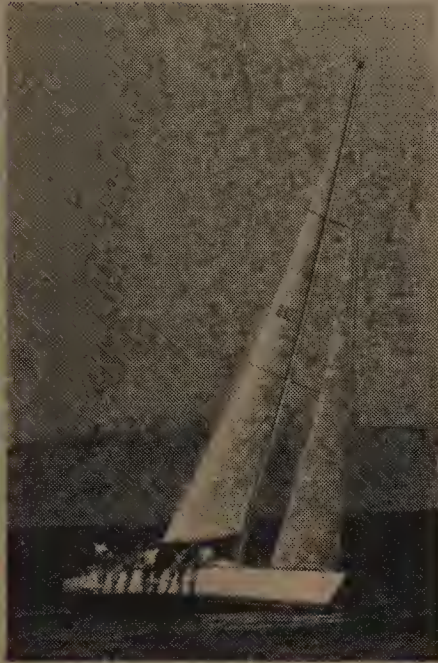
# BIG BOAT RESULTS

1983

	BOAT	TYPE	OWNER/SKIPPER	YACHT CLUB	FINISHES	POINTS
<b>ST. FRANCIS PERPETUAL TROPHY</b>						
1.	Oaxaca	Santa Cruz 50	Larry & Joe Burgin	Santa Cruz	3-1-1-1-1	6.00
2.	Earl of Mar	Santa Cruz 50	K. Erskine/H. Kilpatrick	Monterey Peninsula	4-2-3-2-2	13.00
3.	Samurai	Santa Cruz 50	Roy E. Disney	Los Angeles	2-3-2-3-3	13.00
4.	Raider	Santa Cruz 50	Henry Grandin	St. Francis	1-5-5-5-5	20.75
5.	Eiusive	Santa Cruz 50	Reuben & Mark Voilmer	King Harbor	5-4-4-4-4	21.00
<b>CITY OF SAN FRANCISCO PERPETUAL TROPHY</b>						
1.	Bulifrog	Peterson 55	M. Livingston/T.D. Fenix	St. Francis	2-1-1-2-3	8.50
2.	Shadow	Soverel 55	Richard B. Rogers	Los Angeles	3-3-3-1-1	10.50
3.	Tomahawk	Frers 51	John E. Arens	Balboa	1-2-2-4-2	10.75
4.	Great Fun	Davidson 50	Bernard/Jeppesen/CMA	St. Francis	4-5-4-3-4	20.00
5.	Swiftsure	Frers 59	Sy Kleinman	St. Francis	5-4-5-5-5	24.00
6.	Sangvind	Farr 50	Jerald D. Jensen	Metropolitan	6-6-6-6-6	30.00
7.	Whistlewind	Farr 55	Geoff Fraser	Kawau Island, NZ	7-7-7-7-7	35.00
<b>ATLANTIC PERPETUAL TROPHY</b>						
1.	Camouflage	Frers 45	Al Schultz	California	2-2-1-1-1	6.25
2.	Secret Love	Peterson 45	Bradley Herman	Del Rey	1-5-4-3-4	16.75
3.	Annabelle Lee	Peterson 48	Clute/CMA	St. Francis	3-3-6-4-3	19.00
4.	Bravura	Frers 46	Irving Loubé	St. Francis	5-6-2-2-5	20.00
5.	Pendragon	Davidson 45	John C. MacLaurin	California	6-4-3-5-2	20.00
6.	Confrontation	Davidson 45	David Fladlien	San Francisco	7-1-8-8-6	29.75
7.	High Roler	Peterson 46	Richard D. Fantozzi	Santa Clara	8-7-5-10-11	41.50
8.	Illusion	Peterson 44	Ed McDowell	King Harbor	8-9-10-9-8	44.50
9.	Aleta	Peterson 46	Warren D. Hancock	Newport Harbor	4-DSQ-9-7-12	45.00
10.	Immonette	Frers 46	Dick Cottrell	St. Francis	10-10-7-11-7	45.00
11.	Ghost	Peterson 46	Dean Stiles/Dennis Marlon	St. Francis	11-11-11-6-10	49.00
12.	Salty Tiger	Derecktor 44	Warren Yee	Cal Sailing Club	12-8-12-12-9	53.00
<b>KEEFE-KILBORN PERPETUAL TROPHY</b>						
1.	Brooke Ann	Nelson/Marek 41	Larry B. Harvey	San Diego	3-7-1-2-1	13.50
2.	Scarlett O'Hara	Peterson 43	Monroe Wingate	St. Francis	5-2-2-1-4	13.75
3.	Wings	Serendipity 43	Roger Hall	St. Francis	2-4-6-5-2	19.00
4.	Clockwork	Nelson/Marek 41	Lee Otterson/Ray Pingree	San Francisco	7-1-3-7-5	22.75
5.	Chimo	Nelson/Marek 41	Chuck Winton	San Francisco	6-6-5-3-3	23.00
6.	Geronimo	Peterson 42	Richard Compton	Santa Barbara	4-8-4-12-7	35.00
7.	Glory	Peterson 42	John Buchan	Seattle	1-3-9-9-DNF	36.75
8.	Insatiable	Nelson/Marek 41	Thomas K. Armstrong	California	8-9-8-6-8	39.00
9.	High Roler	Holland 43	William Power	Newport Harbor	11-11-10-4-6	42.00
10.	Free Enterprise	Serendipity 41	Richard Ettinger	Newport Harbor	10-5-7&3P-11-10	46.00
11.	Irrational	Peterson 41	W. Coast Syndic/J.S. Wilson	Richmond	12-14-11-8-9	54.00
12.	Monique	Farr 42	Chris Gasparich	St. Francis	9-10-12-DNF-DNS	61.00
13.	Wolfpack	Serendipity 43	Leland Wolf	Coyote Point	14-12-14-10-12	62.00
14.	Bones VII	Contessa 43	Bill Chapman	San Francisco	13-13-13-13-11	63.00
<b>RICHARD RHEEM PERPETUAL TROPHY</b>						
1.	Salute	Peterson 41	Basil Twist, Jr.	St. Francis	1-1-4-2-2	9.50
2.	Quintessence	Peterson 41	Don Hughes/Dave Ullman	Santa Barbara	6-3-2-5-4	20.00
3.	High Risk	Frers 40	Jim Mizell	St. Francis	4-4-8-4-1	20.75
4.	Shenandoah	Holland 40	William L. Palmer, Jr.	Newport Harbor	2-13-1-3-5	23.75
5.	Damn Near	Kaufman 42	Bert Damner	San Francisco	9-6-11-1-3	29.75
6.	Flasher	Frers 40	Laurie Timpson/Cliff Stagg	Richmond	8-10&3P-3-8-7	39.00
7.	Lols Lane	Wylie 40	William Erkelens	St. Francis	10-2-12-7-9	60.00
8.	Wall Street Duck	Schumacher 38	J. Robinson/C. Schumacher	St. Francis	12-5-5-12-6	40.00
9.	Momentum	Frers 38	Peter Tong	South Shore	11-8-10-6-8	43.00
10.	Impetuous	C & C 40	Myron Erickson	Richmond	3-7-13-10-11	44.00
11.	Salt Shaker	Peterson 39	Lee F. Tompkins	Oakland	7-11-9-11-10	48.00
12.	Leading Lady	Peterson 40	Stan Reisch/Bob Klein	Richmond	5-12-7-13-12	49.00
13.	Winsome Gold	DuBois 40	Lambert C. Thom.	St. Francis	14-14-6-9-13	56.00
14.	Mirage	Harlander 40	Les Hariander	St. Francis	13-9-14-14-DNF	65.00



# CONGRATULATIONS TO THE NORTH 1983 BIG BOAT SERIES WINNERS



**OAXACA**  
*Burgin Brothers*



**BULL FROG**  
*Dave Fenix*



**BROOKE ANN**  
*Larry B. Harvey*



**SALUTE**  
*Basil Twist, Jr.*

**THE FINEST SAILS IN THE WORLD ARE  
BUILT RIGHT HERE IN SAN FRANCISCO**

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# MASTER MARINERS

“Quick, throw out the lunch hook!” “Sorry about that, I guess I really misjudged the current,” was the reply once the tiny anchor was set. What a way to start the Master Mariner’s Labor Day race/cruise to Benicia; anchored off Southhampton with 30 other classic wood boats waiting for the starting gun.

When it did fire we quickly weighed anchor and gained a double distinction: not only were we among the leaders going over the line, but we did it going stern first. Ah, the ignominy of it! But with a dead calm and a strong flood carrying the entire fleet with bows pointing in all directions, we were in good company.

Eventually everyone managed to get their bow facing in the correct position, after which a light southerly filled in. With that it was time to set the spinnakers, drifters, and gollywobblers. The gentle undulations of these big light sails set the tone for the day: keep the sails full, avoid the wind holes moving around San Pablo Bay, and luxuriate in the warm sun.

For us the last three miles from the Car-



Schoonering by the Brothers in a gentle breeze.

Terry Klaus’ 50-ft schooner, *Brigadoon*, took the Gaff I group.

Orn, Lance Schoenberger’s 32-ft sloop, headed Gaff II.



The new Benicia berths, with the condo complex in the background.

quinez Bridge to the Benicia harbor entrance was a great race. Although the speedsters of the fleet had already finished, there were half a dozen of us sailing side by side, frequently trading the lead. It was heated, happy racing.

Later we learned that John Walter’s 40-ft Marconi cutter, *Jinker*, won both line honors and the Marconi I division.

Marconi II was won by Jeff and Karen Stokes 30-ft fractional-rigged sloop, *Haven*.

The lame duck award, for last to finish, went to Peter Geragon’s 30-ft *Flirt*.

The big Master Mariner’s event of each year, of course, is the Master Mariner’s Regatta on Memorial Day weekend. But some folks think that’s not enough, and last year a reasonable amount of the Master Mariner fleet did a race/cruise to Petaluma. With egg town muddled up this year, the Association did right by going to Benicia, somehow arranging for berthing at the nearly-completed marina to boot.

Nearly-completed is right! A pile-driver was tied to one side of the marina, while a brightly-painted condo complex in the final stages of construction, lined the other. Nearby an old two-story army building — with help from the addition of stately columns and a new roof line — was being converted into the new Benicia Yacht Club. Even our post-race BBQ was held in a large, modern swimming pool complex across the street. From the marina it’s hard to feel the flavor of heralded “Old Town Benicia”.

It was hot all around San Francisco Bay on Labor Day weekend, but it was really hot up in Benicia. Before breakfast the following morning we’d had to hang the sun awning over the cockpit, take a dip in the harbor, and finish it off with a cold shower in the Harbormaster’s building.

By noon it was darn hot, and without the assistance of either mad dogs or Englishmen, we resolutely struck out on foot in search of “Old Benicia”. Two blocks away at First Street, we stumbled across it. It really



“Salt box houses” such as these came around the Horn in clipper ships.



# BENICIA RUN



wasn't that hard to find.

There Victorian and false-front western buildings lined the streets. It was pleasant for strolling, and we soon found ourselves ducking into the many antique and craft shops these old buildings house. Sprinkled among these was a delicious assortment of deli's, multi-star restaurants, and of course, saloons.

Benicia's centerpiece stands at the corner of First and G Streets, the old State Capitol. Built in 1852, it was home of the State Legislature until they decided to move up to Sacramento just two years later. Apparently the Legislature didn't take to Benicia as much as I did.

The jewel of old Benicia, however, is the Fischer-Hanlon house next door. The guided tour there offers real insight into how badly the quality of middle class life has slipped

since the late 1880's. This middle class butcher's home had servants quarters, carriage quarters, an upstairs, a big pantry — "They lived real well", one of our group observed. Also in the house are other displays



Orn and Flirt heading up the Carquinez Straits.

indicative of the life in those times; a butter churner, some old dresses, and a section of wall cut away to reveal the construction technique.

Perhaps of most interest to sailors are the "salt box houses" we passed on the way back to the harbor. They were prefabricated on the east coast and shipped around Cape Horn. Three are located in Benicia.

Back at the harbor we stopped in at the condo office of the Carquinez Development Company to inquire about the marina. They explained that the 34 berths now in place will soon be joined by 144 others. Plans call for

120 feet of guest docking facilities next to the fuel dock, and that won't include the guest docking expected to be offered by the Benicia Yacht Club. By 1984 Benicia is going to have one of the prettiest, most modern — and I suspect popular — harbors on the way to the Delta.

Completion of the project is moving right along, in fact a gala grand opening is scheduled for October 29. If you'd like to sail up for the festivities, Larry Gibbs at (707) 745-4811 would be the one to call for complete information.

Apparently the folks in Benicia appreciated the Master Mariner's selecting their harbor as the race/cruise destination. We were front page news in the *Benicia Herald*, and hope was expressed that the Association would decide to return soon. Come to think of it, Master Mariner's vessels and "Old Benicia" are a very complementary combination.

With our three-day holiday coming to a close, it was time to shift out of Delta mode

and prepare for the pina colada run back to the heart of San Francisco Bay. It wasn't so easy. Just past the Carquinez Bridge we were reefed down and in our woolies, and off Point Pinole the wind was hitting 40 knots. But that was the worst of it, and soon we were back in typical Bay breezes shaking out the reef.

I'm no John Neal, but sitting back at our home dock I decided the Benicia run rated five beer bottles out of a possible six for Bay wandering.

— barry herman



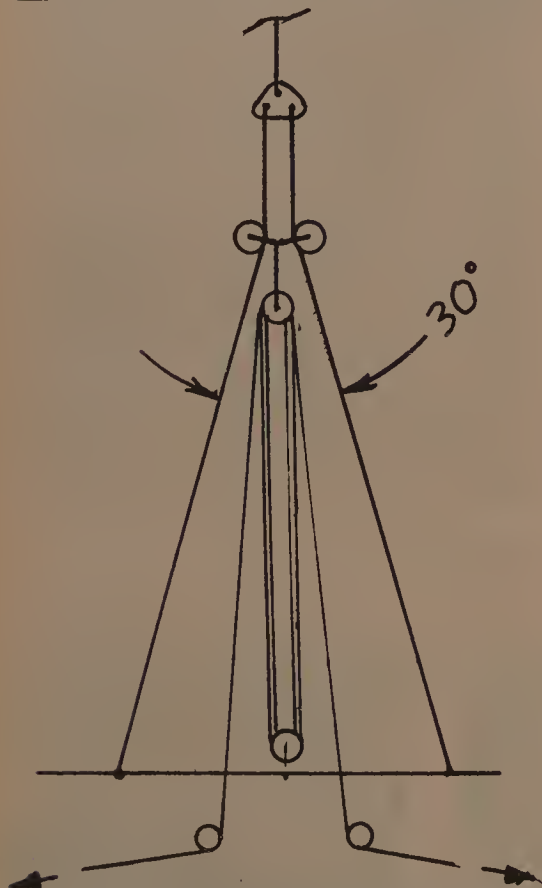
Cooling down on a hot morning.



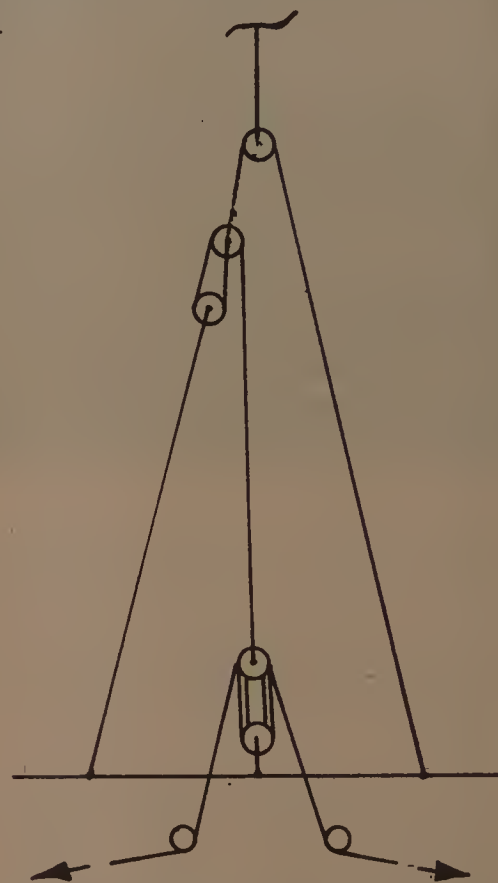
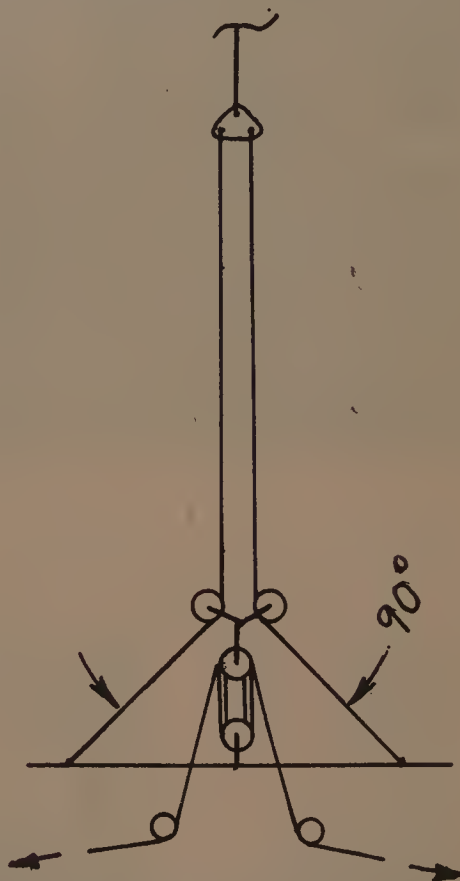
My favorite chandlery is a tiny two-room structure hidden in the industrial district near the waterfront. Their stock of new items is very limited — but the place is practically a museum of used, out-dated, and semi-functional marine hardware. They

"I see you really like those ball bearing blocks," said an older sounding voice. "What are they for?"

blocks on a split backstay. I've calculated the actual mechanical advantage to be over 100 to one!"



SPLIT BACKSTAY: Mechanical advantage varies from 176:1 to 20:1.



CASCADE SYSTEM: Mechanical advantage is 36:1 throughout the range of adjustment.

can also special-order anything from the local distributors at a competitive price — so it's a good place to shop if you know exactly what you want and can wait for a few days.

But the real value of a small chandlery is the kind of information that gets exchanged between the customers. It seems that no two people can be in the store at the same time without explaining to each other in detail exactly what they're buying and why! Add to this the proprietor's stash of back-issues of magazines with comparative product reviews and evaluations, and the result is a place that's very difficult to walk in and out of without either learning something that you needed to know, or finding a piece of gear that you needed to have on your boat.

Last time I was down there to pick up an order, I spent the usual 45 minutes browsing through the endless assortment of nautical junk. I was in the back room examining a massive and totally obsolete roller-furling gooseneck when a conversation between two customers caught my attention.

"My backstay adjuster," answered a younger voice. "I'm setting it up as a double-ended system, so I can control it from the windward rail on either side."

He sounded a little embarrassed to be caught making what seemed to be a needlessly complicated modification to his sail trimming gear.

"My boat's a fractional rig," he explained, "so I rely primarily on the backstay to control fullness of the mainsail, by making the mast bend. With the lines led to the rail, I'll be able to respond much quicker to variations in wind strength."

"Looks like you only have enough blocks there for a six-to-one system. Is that going to be enough to load up the backstay with one hand when you're hiked out?"

"The six-to-one pulls on a set of moving

"That must be when you first start to pull it in," said the older sailor. "What happens when it's all the way down?"

"That's easy to figure out — let's see, when the legs of the backstay make an angle of 30° to each other . . ."

He must have borrowed the calculator from the check-out counter.

"... One minus the cosine of half the angle, inverted . . . 29 to one, times six-to-one . . . 176 to one!"

"And what if the legs are spread 90°?"

"That it's . . . 3.4 to one, times six again . . . 20 to one."

"See what the problem is with split backstays? You lose all the power just when you need it most, at the end of the pull!"

"How would you set it up, then? My boat's too small for hydraulics, and the mechanical adjusters are much too slow."

"Actually, I have a split backstay myself, but only because my boat is a smaller mast-head design with a stiff spar, so all the backstay does is tension the headstay."



Doesn't need much travel. But if I had one of those fracgies, I'd use a 'cascade' system where you have, say, a six-to-one pulling on a three-to-one which pulls on another two-to-one. The mechanical advantage would be six times three times two or 36, and it would stay the same all the way through the range of adjustment. Also gives you a much better feel for how much tension you've got in the rig."

I repositioned myself by a display of bronze cleats and chocks, where I would be closer to the front of the store and get a better view of self-proclaimed rigging expert. He looked like the sort of character who had been hanging around yacht clubs, boat yards, and chandleries for many, many years, and could probably do an eye splice faster than I could tie a bowline.

"I approve of the double ended controls," remarked the old salt. "Especially for things like foreguys where it's real nice to be able to work it from the windward side."

"I already have a double ended foreguy," said the other sailor. "I got tired of always having to yell for foreguy whenever we adjusted the spinnaker pole on port tack. Now the guy trimmer has the foreguy in easy reach on both tacks."

"What about your boom vang?"

"That's double ended also. On tight spinnaker reaches, the vang is the first thing we throw off if we start to round up. It dumps the top of the main and also lets the boom rise over the spinnaker sheet so the boom can go out if the mainsheet has to be eased. The vang control is always within reach of someone on the windward rail."

"That's good," said the expert. "But you know, most people set up their double ended vangs all wrong."

I moved to the front room and appeared to be interested in an assortment of winch handles.

"In what way?"

"They always try and put the blocks that turn the lines toward the cockpit right under the gooseneck, but there's never enough clearance and they end up just a touch too far aft. That way the vang gets a little tighter whenever the boom goes out, and a little looser when it comes in."

"Isn't that what you want?"

"No! If the vang gets tighter when the boom goes out it's going to want to pull the boom back in, or prevent it from swinging out freely. But if the vang gets looser as the

boom goes out, then you can actually help pull the boom out by putting tension in the vang. Back when I used to race Finns on the Bay, we rigged a line called a 'JC strap' to help pull the boom out. You know, that was a big problem in the Finns because the whole mast has to rotate whenever the boom moves. Anyhow, I get the same effect because my vang lead blocks are forward and outboard of the mast. Helps overcome the friction of the mainsheet blocks, and I hardly ever have to set a preventer."

"How much mechanical advantage do you have in your vang?" asked the younger sailor.

"Twelve to one. With my old stiff masthead rig, the only way to get enough mast bend to flatten the main in a blow is by putting a lot of load in the vang."

"Can't you bend the mast with the

puts some leverage on the top of the spar and you get a little bit of bend. But on my boat, all the backstay's good for is keeping the forestay straight."

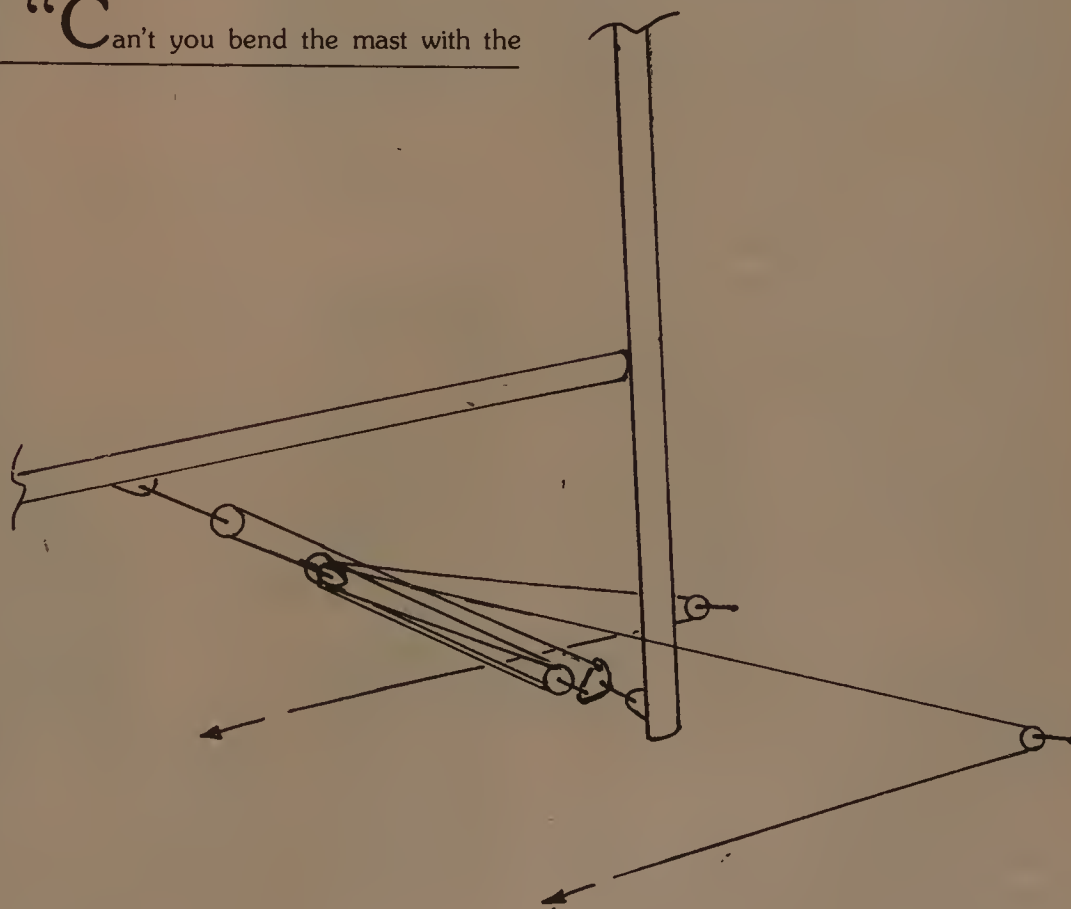
"That's interesting, using the vang for mast bend control. I always thought the only reason for tightening the vang going to windward was to ease some of the load on the traveler so it would run easier."

"Works great — it's the 'bow and arrow effect' — I can get three or four inches of bend!"

The younger customer turned to the counter where the owner of the store was sitting and started to write a check for his blocks. I started to return to the back room, to see if there were any good buys in used anchors.

"One more thing about double ended controls," added the older sailor. "You have to use three-strand laid line instead of braid."

That sounded interesting — I moved back



A 12:1 vang arrangement that will also help keep the boom out.

backstay?"

"Not on my boat. The modern mastheads use backstay cranes, so backstay tension

up to the bin full of old galley pumps.

"You know, with these double ended controls it's very important to splice the tails together, so you have a continuous loop of line. Otherwise, you can end up with all the tail on one side and find you can't slack off



on the other. With laid line I can work in a long splice; that way I get the continuous loop and never run out of tail."

"Is a continuous loop really that important?" I asked, joining the conversation.

"Important? Why, I remember a race a few years back when a big boat on port tack tried to duck the stern of a starboard-tacker. Wind was up, they had to ease the main to fall off. But the main sheet was double ended, and the trimmer had let all the tail pile up on the other side! When he released the sheet it went out just a foot or so to the knot, and they crashed into the side of a beautiful new IOR racer! If the tails of the sheet had been spliced together, it wouldn't have ever happened."

"Ah, but that doesn't necessarily mean that you have to use three-strand line," said the owner of the store. "I have some instructions here somewhere for splicing yacht braid."

He turned to his filing cabinet and started to leaf through his files. After a few seconds he pulled out a folder from a rope manufacturer, and opened it up on the counter. I walked over and the four of us studied the diagrams of the various types of splices that the manufacturer recommended.

"Here it is," he said. "They call it the 'end to end' splice."

"No, that's their version of the short splice, not the long splice. That splice ends up with a thick part that won't run through blocks and fairleads. There's no such thing as an easy long splice in braid — the only solution is to learn the traditional long splice and use laid line. Takes extra whippings to hold it together, though, with these slippery synthetics."

"I know a splice that seems to work," said the younger sailor. "I had looked everywhere for some published instructions, and finally gave up and figured it out myself."

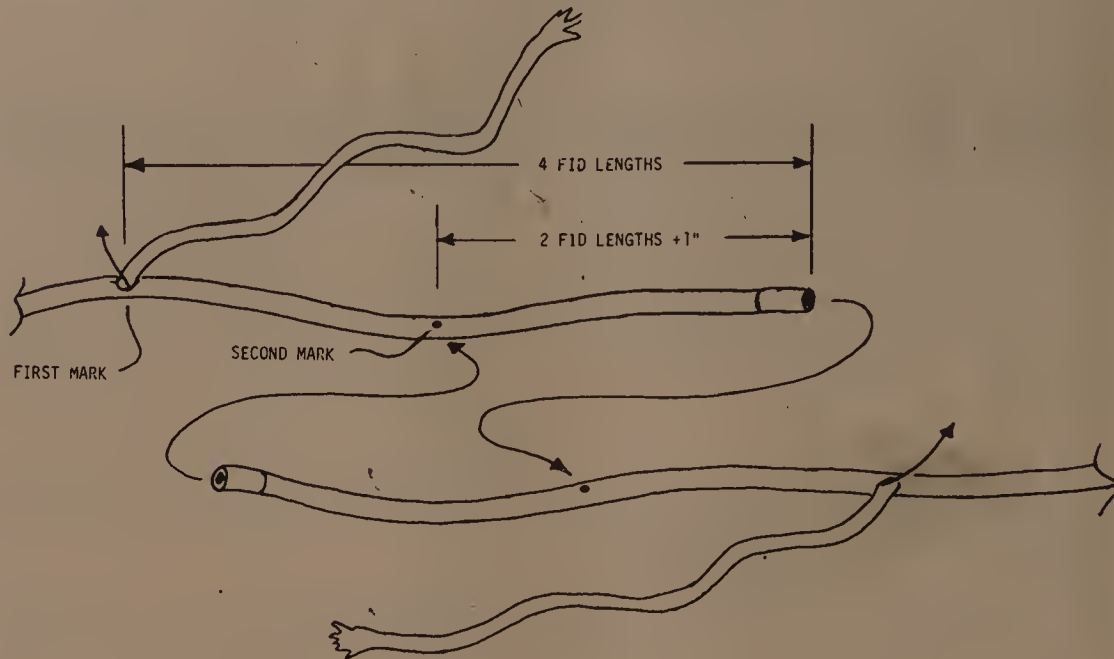
"Does it leave a thick spot?" I asked.

"No, my crew can't even tell where it is!"

"How do you do it?"

"Just pull out the centers and run the two covers inside each other for the length of the splice — it's too hard to describe without actually doing one — do you have an old piece of line lying around?"

Within a few seconds the owner of the store had cut off an eight foot length of 5/16-inch yacht braid, while I sifted through a bin of second-hand splicing tools for the appropriate size fid and fid pusher. The old salt pulled out a sharp rigging knife. We presented the younger customer with the tools for the demonstration.



Long splicing braid — without a telltale bump.

"Okay, first you tape and cut the ends."

We handed him some masking tape and he completed step one.

"Now mark four fid lengths in from each end, and also mark two fid lengths plus about one inch in front each end."

We found him a marking pen.

"Then pull the center out of the cover at the first marks. (Don't worry if the center comes out a little mangled, most of this gets cut off anyway). It helps to make a mark on the center where it exits the cover. Now the fun begins. Work the fid into the cover at the second mark, and set the end of the cover from the other side of the splice into the back of the fid. You may have to re-tape the end in a smaller bundle to get it to fit. Push it through the cover so that it comes out at the first mark, out through the same hole as the center."

He struggled with the fid for a minute.

"New line is always easier to work with — still nice and slippery, and hasn't been tightened up from being put under a lot of tension."

Finally he got the fid in and out at the proper spots, and repeated the operation with the other side of the splice.

"Now all you do is milk the centers back into the covers, cut off the tails and push them completely back inside the rope. I usually put some stitching in so I know it can't slip, but that probably isn't necessary for most applications."

"Not bad," conceded the old sailor, examining the completed splice. "But you realize, you only get half the rope's original strength."

"I know, but most controls are sized for handling and stretch, rather than strength, so it's not too critical. The important thing is for it to run through the blocks."

I added the splicing tools and some line to my order, and when I left the store the two customers were still debating the relative merits of their favorite long splices.

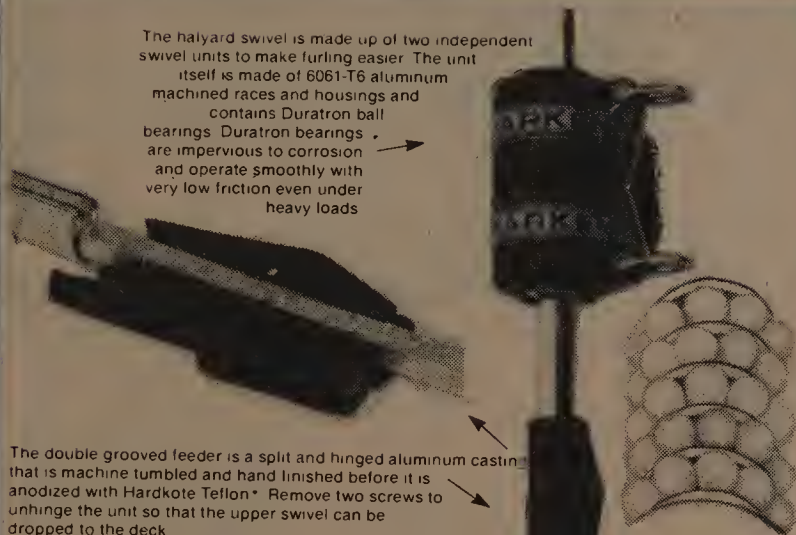
Next time I go down to the local chandlery I'll allow more extra time for browsing — even the old salts can learn new tricks at those places!



**THE ULTIMATE**

# Big Boat Jib Reefing And Furling Systems HARKEN

The halyard swivel is made up of two independent swivel units to make furling easier. The unit itself is made of 6061-T6 aluminum machined races and housings and contains Duratron ball bearings. Duratron bearings are impervious to corrosion and operate smoothly with very low friction even under heavy loads.



The double grooved feeder is a split and hinged aluminum casting that is machine tumbled and hand finished before it is anodized with Hardkote Teflon®. Remove two screws to unhinge the unit so that the upper swivel can be dropped to the deck.

**NEW**

Extrusion fits over a wire or rod headstay and can be made up with swaged or Norseman® fittings.

The polished, bright dipped, anodized extrusion comes in 7 ft. (2.1 m) lengths for ease of shipment. Sections of the double grooved luff extrusion mate by sliding over a common 7" (175 mm) aluminum connector piece that fits over the headstay. Roll pins lock the system together.

The sail's tack attaches to its own swivel, allowing the foot area to lag as the midsection begins to furl. This makes furling easier and automatically flattens the partially furled sail for better shape.

Nickel plated, silicone bronze, stainless steel and Hardkote Teflon® anodized aluminum parts make up the drum which rotates on Duratron ball bearings. The entire drum assembly can be removed over the lower toggle assembly by unscrewing only five screws.

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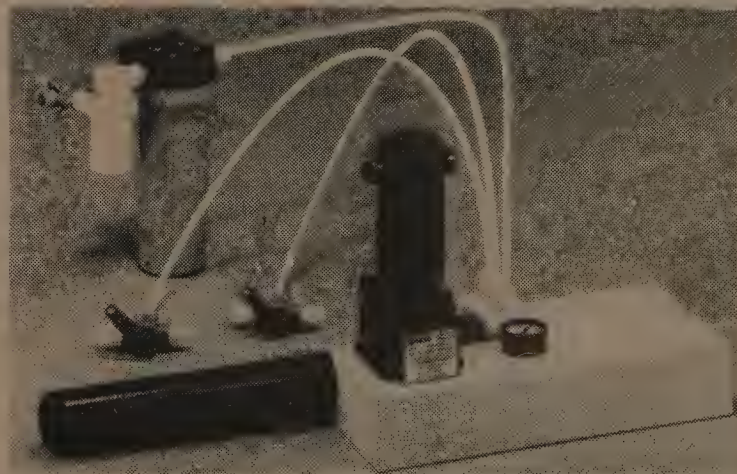
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# 15th KNARR

The San Francisco YC hosted an international field of sailors from August 27th to September 3rd at the



Champion David Holm.

15th annual International Knarr Championships. This regatta rotates between Denmark, Norway and the United States, with the host country fielding ten entries and the visitors five each. The previous year's winner also gets invited, and for David Holm of Skovshoved, Denmark, that was all he needed to take his



Without chutes or big genoas, crews are small.

second consecutive title. The handsome, blonde public accountant had the

speed and smarts to easily outpace the rest of the field. "It was a little easier this time," he said afterwards.

The idea for the regatta had its birth back in 1966 when two Marin sailors, Knud Wibroe and Dick Griffith, travelled to Europe. Wibroe, who took ninth this year, won the special Knarr Cup that year, part of the Royal Danish YC's centennial regatta. He and Griffith thought it would be fun to have a special Knarr championship in the countries where these sleek 30-footers were most popular. The Norwegians and Danes agreed. The San Francisco YC, which celebrated its centennial in 1969, hosted the first regatta, and since then the contestants have rotated between San Francisco Bay, Copenhagen and either Bergen or Oslo in Norway.

The Danes have dominated the championship over the years, due in part to their strong local fleet in Copenhagen.

They regularly field fleets of 45 to 55 boats for weekend races, far more than the Norwegians. The local San Francisco Bay fleet is not far behind, but still they lack the all-around abilities of the Danes. In 1980, when the St. Francis YC hosted the event, the Americans, led by physician Larry Drew, swept the top three spots. Heavy air experience and familiarity with the tides along the City Front contributed to that overwhelming win.

This year's contest was held on the Berkeley Circle, which is comparatively tide free and offered a variety of wind conditions. Drew proved that his 1980 win was no fluke by taking second, but Holm found the short chop much like sailing at home and was never in serious trouble throughout the six-race series. He won two round robin races, while fellow countrymen Simon Christiansen and Terry Andersen each took one as well. Norway's Jan Moller Neilsen won the third heat, while Knarr newcomer Craig McCabe of the Sausalito Cruising Club won the remainder. Craig's wife Nancy won the Millicent Hickman trophy for the best American woman crew.



Duet to weather.

Ceremony and family participation are a big part of the Knarr championships. The winner of each race had the

honor of passing out bottles of Anchor Steam Beer, the official brew of the series, to each boat as it docked. The presence of Denmark's Prince Henrik at past events (he failed to qualify this





# INTERNATIONAL CHAMPIONSHIP

year) has lended a royal flair. Many husband and wife teams sail together, such as the McCabes, Jan Moller Nielsen and his wife Janicke, and Sausalito's Ted McKown, who had both his wife Catherine and daughter Shannon onboard.

**L**arry Drew, whose wife Ann won the Millicent award in 1978, took his 12-year old son John along this time. The 100-pounder was the fourth member of the crew, whose job was

The sleek 30 footers have sweet lines.

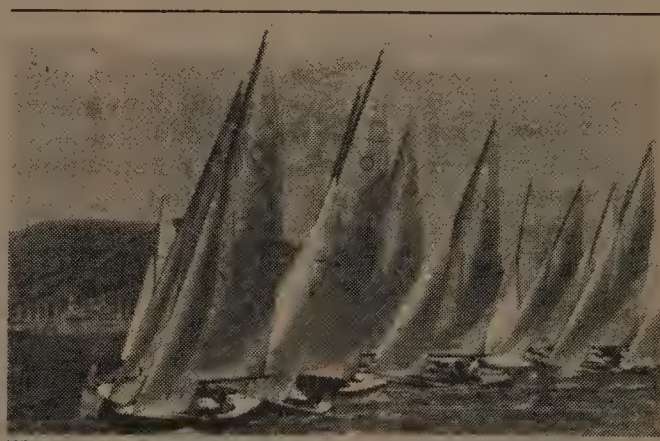


Like most woodies, Knarrs don't have lifelines.

keeping time at the starts and helping roll the boat through tacks. When asked if including the younger generation in international regattas might become a trend, father Drew pointed

## 1983 KNARR INTERNATIONAL RESULTS

1)	David Holm	Denmark	1-4-4-3-1-2.....16.7 pts.
2)	Larry Drew	Tiburon	5-2-11-6-3-4.....38.4 pts.
3)	Jan Moller Nielsen	Norway	4-1-7-10-13-5.....47.0 pts.
4)	Simon Christiansen	Denmark	DSQ-12-1-2-4-13....48.0 pts.
5)	Craig McCabe	San Francisco	9-8-5-1-10-9.....54.0 pts.
6)	Ted McKown	Sausalito	3-5-8-7-6-14.....54.4 pts.
7)	Dick Griffith	Belvedere	7-3-9-4-16-7.....54.7 pts.
8)	Claus Hector	Denmark	DSQ-14-10-5-2-3....54.7 pts.
9)	Knud Wibroe	Sausalito	8-6-2-15-7-10.....57.7 pts.
10)	Terry Andersen	Denmark	10-11-17-13-5-1....62.0 pts.



Action at the starting line.



Holm's champion crew.

out that another of his crew, Philip Salz, was helping his father sail Knarrs in Denmark over a decade ago. Salz says the experience is a great education. "We taught John some good new words," he said as the youngster giggled.

— lat. 38 — svc



# WHAT'CHA GOT

Most boatowners *think* they know what's in their sail locker. They'll say, "I've got a 110% jib", or "I've got a 110", or words to that effect. Actually, very few of these people fully understand what they're saying, because they don't really appreciate what "percentage" means in the

The percentage of a headsail doesn't provide a clue as to the length of the luff, the leech or the foot. *Headsail percentage de-*

the distance from your stemhead fitting to the forward edge of your mast. (Your spinaker pole is usually the same length as your J.)

## Most boatowners only think they know what's in their sail locker.

language of sailmaking. The typical misconception, for example, is that a 110% jib on an Ericson 27 has the same sail area as all other 110% jibs on other Ericson 27's. This simply isn't true.

The fact is that the percentage of headsail does not tell you anything about sail area — which is actually the most meaningful way to briefly describe a sail. To demonstrate how

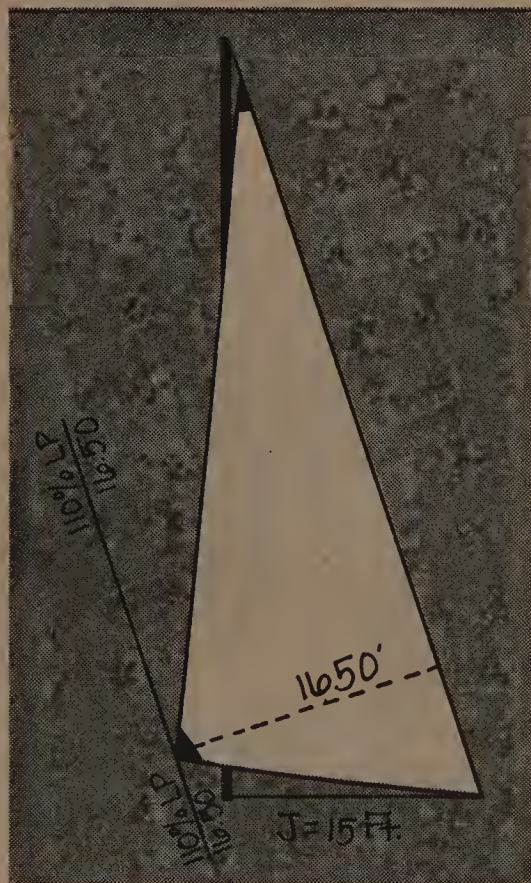
scribes one dimension only, the luff perpendicular (or LP) of the headsail! As such, the percentage or LP of a sail is a vague and incomplete description of a sail.

Let's get more specific, assuming you know that the luff is the leading edge of your sail, that the leech is the trailing edge, and that the foot is the bottom of the sail.

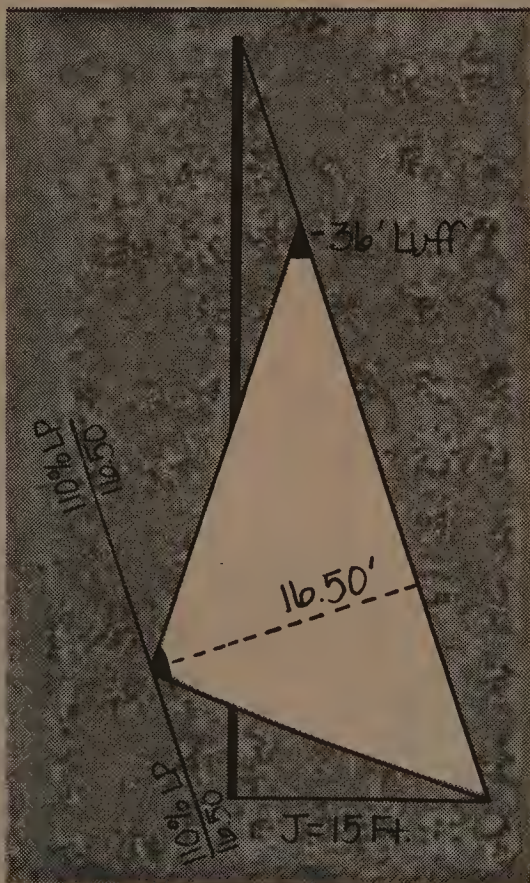
The luff perpendicular (or LP) is the sail

Suppose your boat has a J of 10 feet. In that case a 100% jib will have a luff perpendicular (hereafter on referred to as LP) of 10 feet. A 120% genoa would have a LP of 12 feet, a 150% genoa would have a LP of 15 feet.

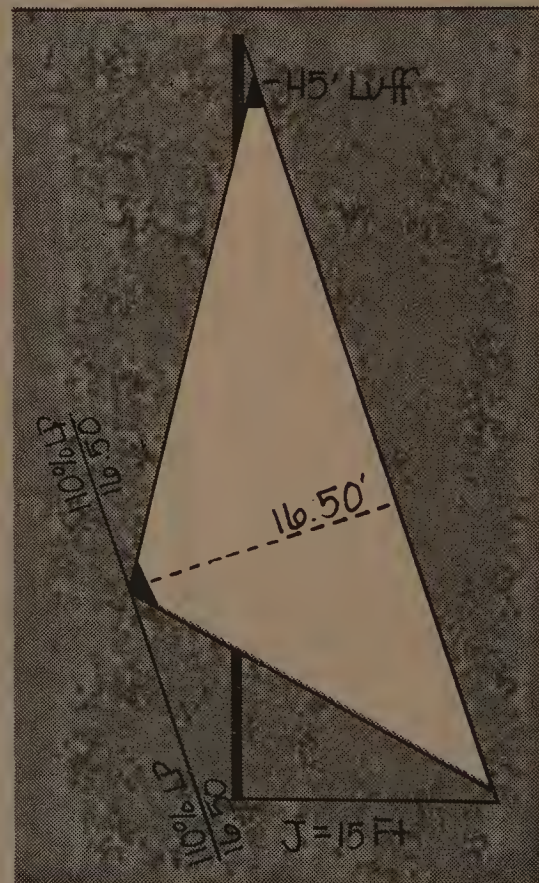
When drawing possible sail plans, a sailmaker customarily plots a series of lines parallel to the headstay indicating the various



A. This 110% genoa has a sail area of 371 sq. ft. Sail area is equal to the luff times the LP divided by 2.



B. This 110% has a sail area of 297 sq. ft.



C. Even though it's differently shaped than A., this 110% also has a sail area of 371 sq. ft.

poor a yardstick headsail percentage is, you should understand that a boat carrying a 'small' 100% jib may be able to sail upright in 20 knots of breeze while the same boat carrying a 'big' 100% jib area would be overpowered. Confused? Forget everything you've read or heard, because here it is straight.

dimension taken at right angles to the luff, from the luff to the clew. This LP is expressed as a percentage of J. What's J?

J is the base of your foretriangle, roughly

percent sails. The clew of a 110% jib can fall anywhere along the 110% LP line and still be a 110% jib. Similarly the clew of a 90% jib can fall anywhere along the 90% LP line and it will still be a 90% jib.

Since LP only indicates one dimension,



trim, as well as reducing chafe on the trailing edge and improving visibility for the helmsman. As a practical consideration, these sails

it alone is not enough to calculate the sail area of a headsail. For that you also need to know the luff length. Normally light air genoas (those with LP's over 120%) extend all the way up the headstay and so sail areas of most bigger percentage sails tend to be relatively similar. But below 120%, the luff length — and consequently the area of a headsail — can vary enormously.

Suppose, for example, you own an Islander 36, which is usually sold with a mainsail and a 110% genoa. Since the I-36 has a J of 15 feet, a 110% headsail would have an LP of 16.5 feet. But even though the LP for all I-36 110%'s must be 16.5 feet, the luffs can be as long as 45 feet or as short as 36 feet!

This is a big difference. It means the 110% genoa on your neighbor's Islander 36 might have as much as 371 sq ft while the sail area on your 36 might be only 297 sq ft. This is almost as much difference in sail area as your neighbor sailing with a full I-36 mainsail while yours is reefed!

So it would make complete sense that one Islander 36's 110% genoa might be perfect for sailing in 20 knots of breeze while the 110% genoa on your Islander 36 leaves the boat uncomfortable and overpowered in that same 20 knots.

**S**ure, you can do lot's of sailing without giving a moment's notice to the world-shaking issue of how much sail area there is in your working jib. But once you start to think about replacing that sail or adding a larger or smaller sail to your inventory, then it's time to become interested. That's because telling your sailmaker you want 30% more power than your 110% genoa is not enough information for him or her to build the sail you want.

What you need to communicate meaningfully with your sailmaker is the ability to describe your existing headsail in terms of LP and luff length, or sail area. The sailmaker can then intelligently design the new sail — be it bigger, smaller, or the same size as the old one.

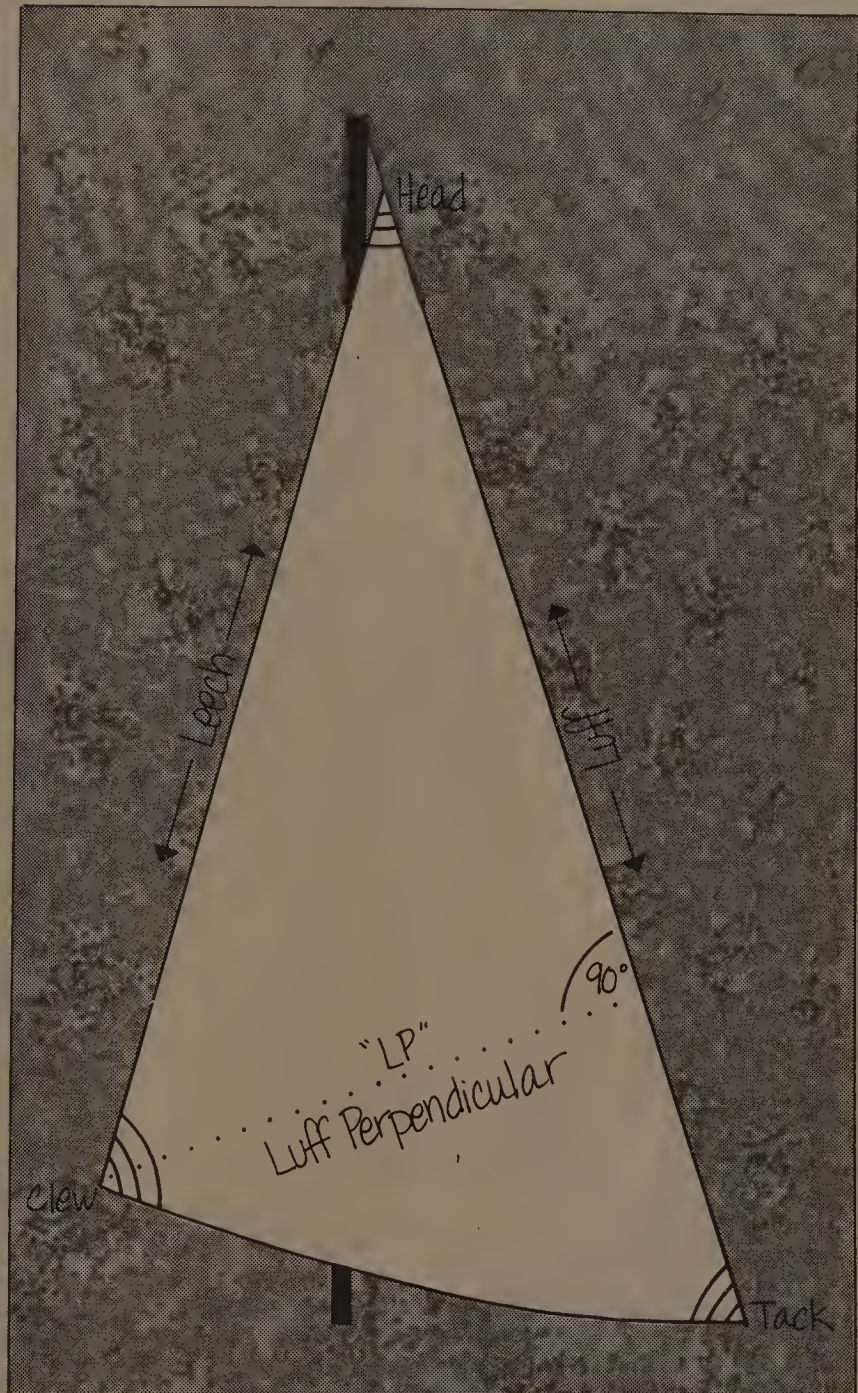
**F**or Northern California sailors, the most popular "second sail" is often a heavy air jib to contend with summer's particularly strong winds. In some cases such a sail reduces the sail area of your normal working sail by 30%, sometimes as much as 40%. It all depends on what kind of boat you have, what other sails you own, and where you plan to

sail the boat. Frequently such heavy air jibs end up in the 80% to 85% LP range, and definitely have less than full hoist.

For most cruisers and racer/cruisers, the proportions of such a sail should be juggled to obtain the right amount of sail area with generally a 3 to 1 aspect ratio (luff divided by LP). The resulting sail will have an adequately long leading edge for pointing ability compared with a more short, squat sail. The sail's reduced overlap makes it easy to tack and

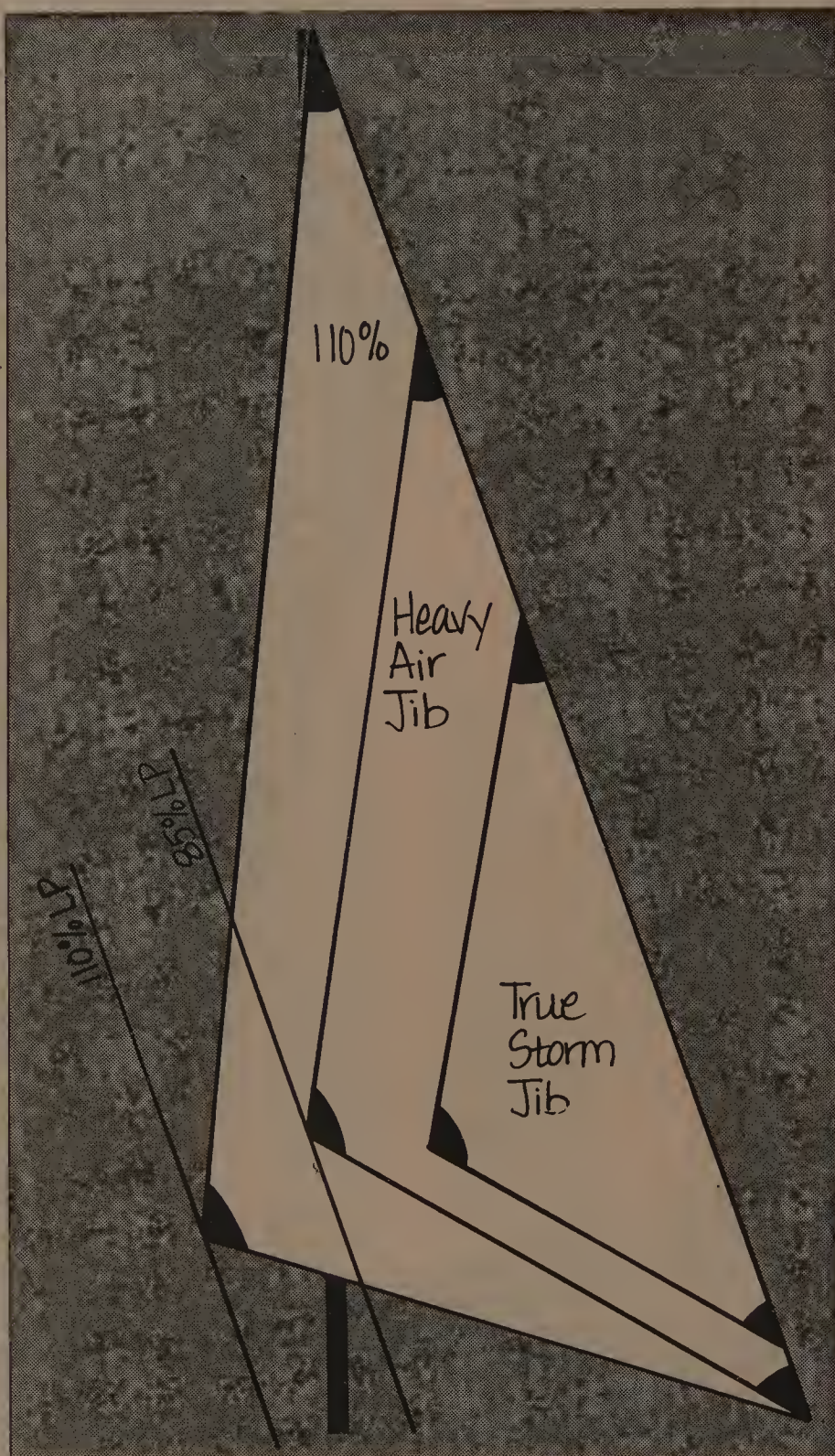
also often have high clews because many boats don't have genoa tracks extending far enough forward to accommodate a low-clewed headsail with a short LP.

There is an enormous difference between a heavy air jib and a storm jib. A true storm jib — the one you really want if you get stuck in very bad weather — is a very small sail. In the case of an Islander 36, you would want one to be 100 sq ft or less. A drop from your 371 sq ft 110% jib to a 100 sq ft storm jib would be far too big a reduction (73%) for normal Bay sailing. Your boat would then be sluggish and the center of effort too far forward for proper balance.





# IN THE BAG?



A proper understanding of the meaning of headsail percentage is also important when considering purchasing sails for different kinds of boats. True cutter rigs or boats with a bowsprit, for example, will have a J that is proportionally much larger than would be the case with the sloop. To keep sails within a manageable range on such boats, the LP's should be much shorter — 120%, 90%, 75%, for example — than you would be accustomed to putting on a racing sloop with a smaller J.

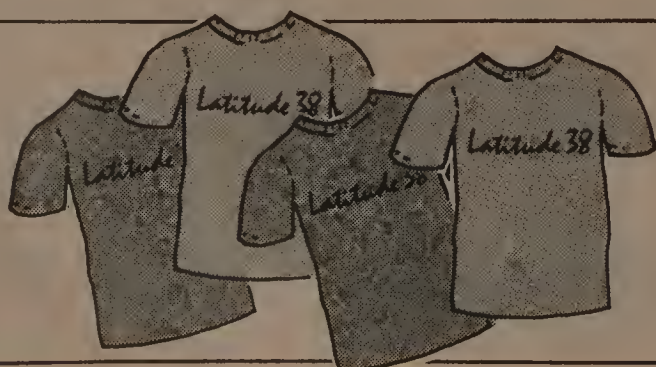
We can also apply our understanding of LP and percents to the old question of cutting down an existing sail, for one reason or another. Hopefully I've been clear enough so you can now see that it is not accurate to say "cut this down from a 110% to an 80% jib". What you want is to get rid of area, and that will require a shortening of the luff as well as the LP. The proper instruction would be to "recut to *reduce the sail area* by about 30%", or to storm jib size or whatever. Then the work can be done consistent with good sailmaking practise.

Similarly, if you have a reefable headsail, it is inaccurate to say that you "have a 110% that can be reefed to a 90%". The correct statement is "I have a full luff 110% that I can reef to *reduce the sail area* by about 25%".

In fact, you could measure the reefed headsail and combine the new LP — from the luff to the reefed clew — with the new luff length, to determine the remaining sail area. Then by calculating backwards you could accurately describe the new LP as a percent of J. You could, that is, if you read this article and it made any sense.

Properly understanding the measurement of your headsail — like learning anything — may seem to be a nuisance in the beginning, but you'll be repayed in satisfying rewards over time.

— jocelyn nash



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# AMERICA'S CUP

It warms our journalistic heart to think that Red Smith, the legendary sport columnist for *The New York Times*, must have faced this situation too. We're sitting here with the printer breathing down our necks for our pasted down flats, but the story — no, *The Sailing Story of the Century!* — doesn't have a conclusion yet. The seventh and deciding race of the 1983 America's Cup race won't be over until the pressmen turn on their machines. What do we do, Red? What do we do?

(Not to worry, though. We're leaving a hole elsewhere in this story into which to rush the final outcome).

Whether or not the Aussies, led by the dashing John Bertrand, and the frumpy, puckish Ben Lexcen can finally wrest 'the auld mug' from the grasp of the New York Yacht Club and their dogged defenders on *Liberty*, this will always be remembered as the year the America's Cup became a real yacht race. No more lopsided, ho-hum four-zip walkovers by the Yanks in their technically superior and more ably sailed yachts. After four challenges and \$16 million, Perth tycoon Alan Bond came up with an effort equal to and in some ways superior to the Americans. No longer can media journalists fall back on Ring Lardner's hackneyed comment that watching yachts race was as exciting as watching grass grow.

This year's America's Cup was a combination of a John McEnroe tennis match, a Darryl Dawkins in-your-face slam dunk and a cliffhanger World Series between the Yankees and the Dodgers. There were disputes almost from the outset over Ben Lexcen's radical bulbed and winged keel, which was kept under wraps from the time the white *Australia II* arrived in Newport, Rhode Island, this summer. Members of the sponsoring NYYC, which has had control of the Cup for 132 years, cried that the Aussie boat wasn't a legitimate 12 meter; that the various underwater protrusions and configurations made it a different breed altogether. For a while it looked like the *Australia II* group, which totally dominated the six other boats vying for the right to challenge, might not even be allowed on the starting line with the American defenders. After considerable name calling and nail biting, the matter was resolved and Lexcen's innovative yacht was OK'd. It still had to prove itself on the race course, however.

Much to the chagrin of Dennis Conner and his veteran crew of 12 meter sailors, the Kangaroo contingent did just that. They lost



BILL GRIBBLE

the first two races, succumbing to a broken rudder pulley and mainsail headboard car. They had no lack of speed, however, and in the third heat they thrashed the red-hulled *Liberty* by 3 minutes and 14 seconds — the largest margin by which a challenger has ever won in the 25 defenses of the Cup.

(The day before this historic win, *Australia II* had led by almost six minutes on the final beat before the wind ran out and they were unable to complete the 24.3 mile Olympic course).

Conner, who is nothing if not tenacious, rebounded from the defeat to take the fourth race. Hitting the shifts perfectly, the 1980 champion led at the first mark (for the first time in the series!) and was never headed. With a 3-1 edge it looked like the blue bloods from West 44th Street could begin to relax and drink their evening mar-

*Australia II* lead *Liberty* on the first weather leg, a trend which repeated itself throughout the series.

tinis in the comfort of knowing that they would again prevail.

But oh those Aussies, God love them. Even after being over early in the fifth race, they hit an early shift right when Conner failed to cover them. The latter was concerned with a broken jumper strut, which had been replaced minutes before the starting gun and failed again shortly thereafter. *Australia II* grabbed the lead and sat on Conner the rest of the day. In the sixth race they again lost the start — even though one of *Australia II*'s supposed strengths is maneuverability due to her reduced wetted surface. But again they got the crucial early shift and romped to another record setting win of 3 minutes and 25 seconds. The series came down to a winner-take-all seventh and final race, an unprecedented event.



# AMERICA'S CUP



lengers. Sure, every once in a while they would drop a race to a challenger — that made it a bit more sporting.

The efforts Conner had to overcome to win the right to defend were no pushovers by any means. In one, Tom Blackaller's *Defender*, he faced a highly talented group with Cup veterans such as Gary Jobson and Rod Davis. Blackaller and Conner have traded wins in Star boats and IOR campaigns for the past decade. *Defender's* syndicate mate, but competing on an equal footing for the final berth, was the ten-year, two time winner *Courageous*. Sailing her was a younger, less experienced group, headed by John Kolius and Sausalito's John Bertrand. These two, which formed up as the afterguard team on the white and green sloop late in 1982, overcame *Defender's* head start and eventually tweaked the old battle wagon into an extremely competitive yacht. Had it not been for the fact that Conner was the defending champion and the darling of the NYYC selection committee, it might have been Cou-

rageous's duty to defend our honor. How well Kolius, Bertrand and the rest would have fared against the Aussies will always be relegated to the realm of speculation.

Hopes were riding high with *Defender* when Blackaller and Jobson, tactician to Ted Turner in both 1977 and 1980, set out in 1981 to raise the \$4 million needed to fund a campaign. They commissioned Dave Pedrick, who had designed the fast but poorly sailed *Clipper* in the 1980 series, to draw them a boat that would be very fast in 14 knots of true wind. They figured that would give them a good all-around boat, one that could do well in the predominantly light summer winds off Newport as well as the heavier breezes common in the fall.

As it turned out, *Defender* turned out to be the fastest of the three American boats in light air (which, ironically, is *Australia II's* strong point — although they proved to be competitive in heavier winds as well). As the

Dennis Conner was in a festive mood after winning the first two races.

Whoa! Is this the America's Cup, you might ask? Is this the same event that for years was as predictable as red pants and topsiders at a Long Island Sound dinner party? Hard as it may be to believe, mighty Casey was down to his last strike, the American flag was shot full of holes and the upstart Alan Bond was saying he would run over the Cup with a steamroller and turn it into "America's Plate". "It's going to be very exciting to be involved in the race of the century," Dennis Conner told the press. But, gasp, Dennis you were supposed to win this thing with no problem!

At least that was the assumption when Conner prevailed in the three boat American selection series. For the Yanks, the tough part had always been getting to the finals. Any boat and crew that could do that was pretty much a shoo-in to turn back the chal-



BILL GRIBBLE



# AMERICA'S CUP

winds got over 15 knots, however, *Defender's* performance suffered heavily.

Larkspur's Ken Keefe, who not only worked at the mast when sailing but also was in charge of keeping the boat in working order, recently reflected on their predicament: "The boat was very fast when it was light and very fast downwind. In fact, it had what we called overspeed. If it was that fast in those conditions, it would probably be slow in other conditions. We tried all summer to take away from her light air performance and make it faster in heavy air. We knew after the June trials that if we weren't able to do that, we probably wouldn't get selected. There just wasn't enough time. Our sails were very good, our crew was very good, but we had the slowest boat there."

Keefe adds that *Defender's* weaknesses didn't become apparent until the June trials began. Last year they got a late start sailing in Newport, Rhode Island, and were still finding their way around the boat when it came time to head west for their winter camp in Long Beach. In the light winds of Southern California they always did well against the heavier *Courageous*. *Defender* underwent two major surgeries this summer in an effort to rectify the problem, neither of which turned the tide. "We proved what we already knew," said Rod Davis, *Defender's* mainsail trimmer, "that *Courageous* is a very, very good boat."

**M**uch was made throughout the campaign of the differing styles of Conner and Blackaller. The former is the corporate executive type who relishes practicing and testing. He went through four boats before set-



BILL GRIBBLE



LATITUDE 38/SIMON

Above, *Australia II*. Below, facing the camera are *Defender's* crewmembers, left to right, Ken Keefe, Rod Davis, Paul Cayard, and skipper Tom Blackaller.

tling on *Liberty*, and he always had a supportive trial horse close by to check out new sails. Blackaller is more impetuous and loves to go out and race. By setting up a more adversary relationship with his stablemate *Courageous*, he was putting his ass on the line. Kolius was doing everything he could to win, even if it meant stepping over Tom's lifeless body to do so. The two boats and crews shared facilities and equipment through the trials, although both became more secretive as it came closer to the final cut. Conner, on the other hand, had no such intrigue to deal with.

"Tom is a more seat-of-the-pants sailor," commented Keefe. "He enjoys the sport and winning, but he doesn't like what Dennis has done, making it more of a business. You





have to work harder than Dennis to win. We thought we could just go out and sail better."

Davis adds: "Looking at it now, Dennis was right in his approach. He wasn't race sharp when the selection trials started. Hell, he fouled out of 25 percent of the early races. But he got better as time went along, and he always had Jack Stuphen there to steer his trial horse."

San Bruno's Paul Cayard, who trimmed headsails for Blackaller, says he felt they were playing catch up for a long time. He knew they were in bad shape when they started ripping the boat apart. At times he asked himself why he was there and wondered if he wouldn't be better off sailing Stars and getting ready for the 1984 Olympics. "There was no way I or anyone else was going to quit on Tom, though," he says. "We

just had to keep trying."

Would any of them do it again? Cayard and Davis say yes if they didn't have to spend so much time in preparation. Cayard feels there should be different teams sailing the boats, with the sailmakers spending the bulk of the time onboard figuring what was fast. After a certain point there just wasn't much more for him to learn about trimming the jib. Davis says he'd do it if it only took four months of his time, or if he could steer the boat. He realizes, however, that holding the wheel demands a tremendous fund raising effort. The reality of the situation is that you pay the price for driving a 12 meter.

Keefe would like to return for another try, if for no other reason than to finish the job. "When you spend a year and a half getting ready for it and are eliminated, you feel

you have to go back and redeem yourself. I know I'm going to work harder next time: I wouldn't mind it as long the people I was involved with were all first class from the syndicate level to the crew members."

So now these three, along with their fellow crewmembers on *Defender* and *Courageous*, have come back down to reality. Cayard recently went to work building sets for the San Francisco Opera, while Keefe has returned to Anderson's Boat Yard in Sausalito. Davis is hoping to get his job back at North Sails. Like Ted Turner and his ill-fated campaign with *Mariner* in 1974, they made 'The Grand Gesture', but failed to make the final grade. Perhaps, like Turner, they'll return for the next America's Cup, putting their experience to work for a better result. Of course, if the Australians emerge victorious, they may have to travel to Perth, Australia. Instead of vying for the right to defend, they'll be in the unfamiliar position of seeking to challenge. Who would have thought we'd ever see that day?

— latitude 38 — svc with sue rowley,

## FLASH!

It now appears, minutes after *Australia II* crossed the finish line ahead of *Liberty* in the seventh and final race, that the 132-year winning streak has been broken. Barring protests or acts of God, the America's Cup will be removed from its case at the New York Yacht Club and carried to its new home at the Royal Perth YC on Pelican Point, Crawley Bay. The unthinkable has happened.

Conner seemingly had the race in the bag, crossing the starting line eight seconds ahead in light winds. The red-hulled *Liberty* held comfortable leads for the first four legs, rounding the second weather mark up by 57 seconds. *Australia II* went farther east on the run, finding more breeze and surging ahead to a 21-second lead by the time they reached the final turn. From there skipper John Bertrand and his Waltzing Matildas zealously guarded their gains to take the winner's gun.

Radio stations flashed the news around the world. History had been made. For patriotic Americans this was a bitter blow. The Stars and Stripes no longer rule the seas. For patriotic Australians, this was the closest to heaven on earth they will ever get. Three cheers for the winners — they did a fine job.

Before the final race, the Royal Perth YC said it would hold the next international challenge for the Cup in 1986.

— latitude 38 — svc



# NORTH PACIFIC

*When we last left John Neal, he was in Prince Rupert, British Columbia. There a beautiful Indian woman, who had requested his presence at a native revival meeting, left him with the words, "See you in heaven!"*

*This month we pick up John during the second half of his North Pacific Milk Run, describing his delivery this summer of a Freeport 36 from Seattle to Cordova, Alaska.*

*Next month we'll return to John's South Pacific Milk Run Series, with the first of two articles on New Zealand.*

The night of June 20 we anchored in the shelter of a small island outside Prince Rupert, just ten miles from the 50th state, Alaska. We got a 0330 start — the sun was already up — and made it to Ketchikan by 1400.

My first impression of an Alaskan town in



comparison to British Columbia was the size of everything. In Ketchikan the waterfront was lined with cannery after cannery, with a few shipyards wedged in between. As the salmon season was opening in two weeks and the halibut season was already under way, everyone was hard at work on their boats.

We slowly motored by a big supermarket right on the waterfront and were surprised to see that besides a parking lot for cars, there was one for helicopters and docks for float planes. There were three helicopters and six planes when we passed. We watched people come from the grocery store, put their grocery bags in the back of the helicopter and take off, just the same way you go to Safeway.

About that time, another helicopter came flying low overhead, following the channel. It was carrying a cargo net with a huge rubber tire suspended 50 feet below the chopper. No doubt it was headed to a remote logging camp. There aren't many roads around here, so people either use boats, float planes or helicopters to get around. A huge difference from Prince Rupert, British Columbia.

A couple of things impressed us while walking through Ketchikan. The vehicles, for example. Everyone — even little old ladies — drives four-wheel drive rigs such as Broncos, Blazers, Jeeps, or Power Wagons. They are jacked way up in the air and sport huge tires and mammoth winches on the front bumpers. The women between 19 and 30 all seemed to be either pregnant or pushing a stroller. Those long winter days when the

sun rises for only a few hours must leave a lot of free time at night.

Having our fill of the big city, we headed north and stopped for the night at a tiny bay called Myer's Chuck. It was something out of a storybook; a tiny, protected bay, with beautiful old cabins perched along the steep shoreline, and smoke curling out of stone chimneys. We tied up to the public float along with about 20 local small fishing boats. These boats were funky and unusual, each sported the letters "HT" followed by four numbers. This meant that they were licensed for hand trolling only, and couldn't use any power winches. It was the middle of the halibut season of that area, a season only

On June 22 we found the hours of darkness kept diminishing the further north we got. With about 23 hours of daylight, we decided to run 24 hours a day, each taking three hour watches. My TillerMaster was still doing a faithful job of steering, as it has for 800 miles so far. Norm was below, catching some zzz's, while I enjoyed listening to the Beamer Brothers Hawaiian songs and watching the Northern Lights faintly flicker overhead.

We were just entering the fabulous Glacier National Park, and on three sides of us were huge turquoise-white glaciers reaching down to the sea. According to the charts we would pass close by one the next day, and we hoped for a chance to nudge the boat up to a glacier or iceberg. I had always fantasized about pulling up to an iceberg and chipping off some ice for the icebox.

On June 23 it was an amazing 70 degrees under a cloudless sky; we motored the whole time in light breezes. Passing the entrance to Glacier Bay we had huge glaciers on three sides. We kept a sharp lookout for icebergs and 'bergy bits', but didn't see a



The local grocery has parking for boats, planes, copters, and even a few cars.

two weeks long. The fishermen we talked with said fishing was poor — too many boats and not enough fish.

one. We stopped at Hoonah village for fuel, but they were out. But it did give us a chance to watch 300 pound halibuts being unloaded from the tribal fishing boats — some were eight feet long! Tying up in a beautiful new government marina, we walked a couple of



blocks to the village for ice cream. Surrounded by snow-capped mountains and glaciers, it was 80 degrees!

There are very few pleasure boats this far north — it had been days since we've seen another sailboat. When people talked with us on the dock, the first thing they said was, "Boy, that's sure a fancy boat!" I was quick to explain that we were just delivering it, after which they decided we were okay, and asked us if we fished along the way. We told them that we try, but at six knots we mostly catch kelp.

We decided to press on through the night to the last possible fuel stop before entering the notorious Gulf of Alaska. We sure hoped they had fuel! Some of the information in the Sailing Directions, we discover, is not very accurate. I was a bit concerned about arriving in the middle of the night as none of our running lights or our spotlight worked, but when we arrived in tiny Elfin Cove at 0100 there was still plenty of light left in the day — and there was a full moon to boot! After tying up to a fuel dock, we decided to go for a walk around the tiny village. It was fantastic — a magical village of 25 people, beautiful old wooden houses, all connected by a

**H**alibut season — only two weeks per year — had ended that afternoon, and

her face. She didn't know what was happening, and thought it was a halibut that had somehow landed in the cabin. She went into the wheelhouse yelling, "Get this slimy fish out of here!" With the skipper and crew out cold, the boat was still going full throttle, and



several of the fishermen had gathered around a bonfire on the beach, drinking beer and telling stories.

On June 24 we slept in until 0600, then walked around the boardwalk of Elfin Cove again. It is even prettier than the night before. While we were asleep, a fishing boat in serious trouble had come and tied on the other side of the fuel dock from us. The owner had fallen asleep with the autopilot on while running at 12 knots, and had plowed into a rocky islet. I met him on the boardwalk, and he told me the story and asked if I knew where there was a telephone. Someone had shown him the tiny channel into the back of Elfin Cove, where he had put his boat on the tidal grid.

Now the tide was out, and he pointed to the smashed-in bow of his fishing boat, and showed me the shattered windshield his head had gone through when they hit the rock. His crew had been asleep in the pilothouse, head facing forward, and had crashed through the plywood bulkhead on impact. The crewman thought he was a couple of inches shorter, and was hoping to find a chiropractor soon.

His sister had been asleep in the forepeak, just above the point of impact. She was thrown feet first into the chain locker. A turkey, thawing out in the galley, landed on

Alaskans don't eat quiche or drive BMW's.

managed to ram the rocks twice more. Finally the woman managed to get the boat under control. Amazingly they weren't taking any water, even though the bow was really crunched in. The owner was sure they would have sunk in the icy water if their boat had been aluminum.

**A**t 0900 the Elfin Cove fuel dock opened, so we topped off and prepared to leave. Just then I looked up and saw a 30-ft gillnet boat headed right for the dock at *three knots!!!* A deckhand jumped off, slipped on



the dock and landed on his bum, while the skipper was yelling out the pilothouse window — "get ze cleat! get ze cleat!" At that moment, they hit the pilings with a loud *carunch!!!* The dazed deckhand managed to get a turn on the cleat, and then the skipper was yelling, "Give me some slack!" as he revved the engine in reverse, nearly pulling the cleat off the dock. In way of explanation,



boardwalk overhanging the bay. We could see a tiny Post Office, a couple of stores, and a nearly landlocked harbor with floats inside a narrow passage — all lit by the fading twilight and full moon overhead.



# NORTH PACIFIC

he yelled over at us, "It's ze only vay she'll dock". The crewmember laughed and said, "We've got a dann squarehead (Swede) for

ALL PHOTOS BY JOHN NEAL

stories about as long as I can remember. Every month or so there will be a story in the *Seattle Times* of another large fishing boat going down, often with all hands lost. Last month, two new 108-ft crab boats out of Anacortes were lost, taking 15 townspeople to a watery grave. Conditions were not that bad at the time, but large offshore shoal areas and strange currents can cause sea conditions to worsen rapidly.

The Gulf tried to live up to its nasty reputation, giving us 25-35 knot headwinds from the exact direction we were headed. There was no question of sailing into this stuff — with our high freeboard and small keel we would make more leeway than headway — so we motorsailed slowly, crashing into the close, steep seas. Our speed would drop from five-and-a-half knots to three knots every time we plowed into one. It was a long night, and we were thankful for the Tiller-Master and a dodger, so we didn't have to endure the icy, cutting spray. Even through the discomfort, there was beauty in the night of unending twilight and moonlight which showed a solid wall of mountain peaks and glaciers, the tallest being Mt. Fairweather,



more than 20,000 feet.

With calmer seas on June 25 we were able to make five and a half knots. According to the fuel gauge we had used a lot more fuel



This fish boat plowed into shore when the captain fell asleep.

a captain, cantcha tell?" Then he proceeded to tell everyone, "Boy, we got so drunk last night, we couldn't find our boat. As it turned out, we were on it the whole time!"

We then headed out into the notorious Gulf of Alaska, which I've heard horror

## NOTES ON THE NORTH

I've a couple of practical suggestions for those interested in a cruise north:

1. I recommend a boat of at least moderate displacement. In waters where floating and submerged logs are common, a protected rudder and propeller make a lot of sense, too.

2. In Alaskan waters you only have about one hour survival time, so in addition to the normal offshore safety gear you need extra personal gear. The Mustang Cruiser-suit — a coverall-type flotation suit — is widely used by the Coast Guard. Another popular outfit is a full dry survival suit, which offers excellent protection, but is impossible to work in.

A little less extreme, but still offering good protection is a U-Vic Thermofoam coat, popular with fishermen and the Coast Guard. This one looks like a normal float coat, but has a "beavertail" like you find on some wetsuits. You snap this up if you fall in the water. The "tail" traps body heat and greatly lengthens your survival time. Any large chandlery can get these for you.

3. Keeping warm in the high latitudes is crucial, because there more than anywhere

else, safety and comfort go hand in hand. If the ocean temperature is in the 40's or low 50's just the wind spray is enough to rapidly bring on hypothermia. So shelter is needed.

The best solution is a fully-protected inside steering station, but few boats are designed with this feature. The next best thing would be to build a permanent, fixed windshield, with a spray dodger behind it. This is the arrangement we have on *Mahina Tiare*. We've actually taken it one step further by sewing in a removable back-drop which zips on the back of the dodger and goes all the way down and back to the cockpit seats. This 'back-drop' is made of the same material as the dodger, and has two large plastic windows for visibility. Effectively this gives an inside steering station. We've been 70 degrees in the cockpit when it's snowing outside, thanks to this arrangement and the kerosene heat funneling up through the companionway.

The least best solution is a regular

dodger with plastic windshield. These are hard to see out of when it's raining, and scratch and cloud easily. An autopilot would make life much easier — and safer — in this situation.

4. Inside steering station or not, an autopilot is useful up here where you may have to motor for several days in a row. A course-dodger option is great for avoiding logs.

5. As when you're heading anywhere distant, we recommend the heaviest ground tackle you and your boat can handle. Since many anchorages are in 50-ft or more, a hefty windlass is very nice.

6. Two depth sounders are just about right. One readout in the cockpit and one below. Make one a digital and one a flasher — with separate transducers, naturally. Next to your compass, your depth sounder is your most important piece of navigational equipment in the far northwest. Other aids to navigation in order of importance: 1) Radar; 2) Loran; 3) Weatherfax;



# ICE MILK RUN



Ketchikan, Alaska.

slamming into the seas and wouldn't have enough to make it to Cordova, so we decided to try and stop at Yakutat, a small Indian

and 4) SatNav.

7. If you're just planning a month or two visit, you can get by with a solid fuel heater/fireplace. For serious heat, however, diesel-fired stoves are best, and Dickinson of Vancouver is one I like.

Forced air diesel heaters like the Espar or Webasto are convenient because they are thermostat controlled, but ours was touchy and became ornery.

A quick, low-cost solution for small boats would be a bulkhead-mounted kerosene heater such as made by Shipmate, Taylors, and Force 10 — all of which are vented outside. Any heater that isn't vented outside — like a catalytic propane or kerosene-type — will make the boat damper, not drier.

If your heater doesn't have a fan, install a 12v fan near it to circulate the heat. There's nothing crazier than having cold feet when it's 80 degrees up on the cabin ceiling.

Cruising in British Columbia and Alaska is a challenging and spectacular experience, well worth the proper preparation.

— john neal

village. It was the only possible fuel stop in the 350 remaining miles to Cordova. The Sailing Directions state that the entrance can be very dangerous, as it has a shallow bar over which the seas sometimes break completely. We had calm water, however, the entire way into the village.

The fuel dock was taken up by a 200-ft offshore oil supply boat from Galveston, the *Ocean Rover*. They were in the process of loading 100,000 gallons of fuel, and invited us to raft alongside to fill our 75 gallon tank.



After fueling up, we spoke with the village man running the fuel dock. He told us that there were 500 people in the village, and with people working on the offshore drilling rigs, salmon and crab canneries, logging operations, and fishing, there was no shortage of jobs. It seemed to be a thriving little town, unlike many of the nearly abandoned isolated villages we had seen. There are a total of 17 miles of road around Yakutat, so the only way to get there is either by boat, or

else plane from Juneau, the nearest town.

Heading back out into the Gulf of Alaska we were pleasantly surprised to find even calmer conditions, in which we were able to motorsail at six knots. Ron made a great spaghetti dinner, and we later took turns taking hot showers. *Margo E* may not sail particularly well into seas, but she sure is comfortable. That night the Webasto diesel heater gave up the ghost for the last time. The cabin temperature dropped to the low 50's, and if it wasn't for the heat of the engine and our mummy sleeping bags, I think we'd be frostbitten!

We continued to motorsail through the night, into the entrance of Prince William Sound. The scenery became even more harsh and spectacular — the treeline was not far above the beach, and rugged, snow-covered mountains and glaciers were everywhere. We arrived in Cordova early in the morning, found the owner of the *Margo E*, and by noon were on a plane headed toward Anchorage.

The tiny one-room airport was jammed with people trying to get on the last of the two daily flights, carrying fishing gear, cases with hunting rifles, engine parts from fishing boats, and salmon wrapped in newspaper. Norm and I were the last ones on the overbooked flight, and as the heavily-loaded plane just barely got airborne by the end of the runway, everyone clapped and cheered the pilot's performance on the short runway.

There are hundreds of lighthouses along the Inland Passage to Alaska.

The ending of our little Alaska adventure had been anticlimatic, which just goes to show once again that becoming, rather than being, is the greatest. Nonetheless, this little glimpse had shown me another kind of paradise, and convinced me to return later for an entire summer on *Mahina Tiare*.

— john neal



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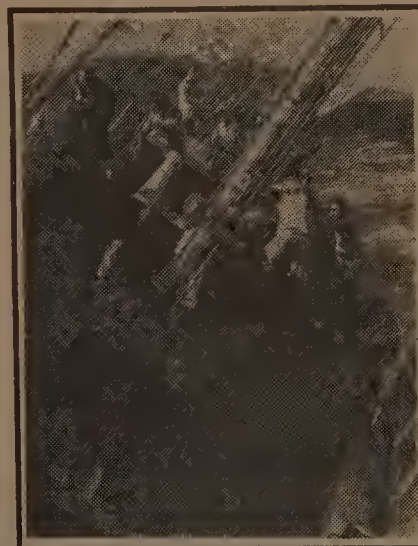


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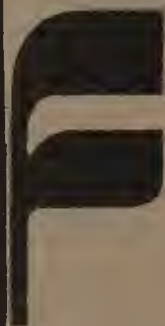
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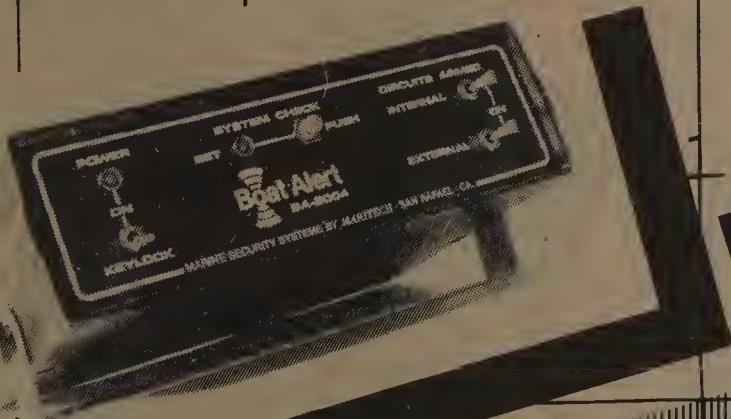


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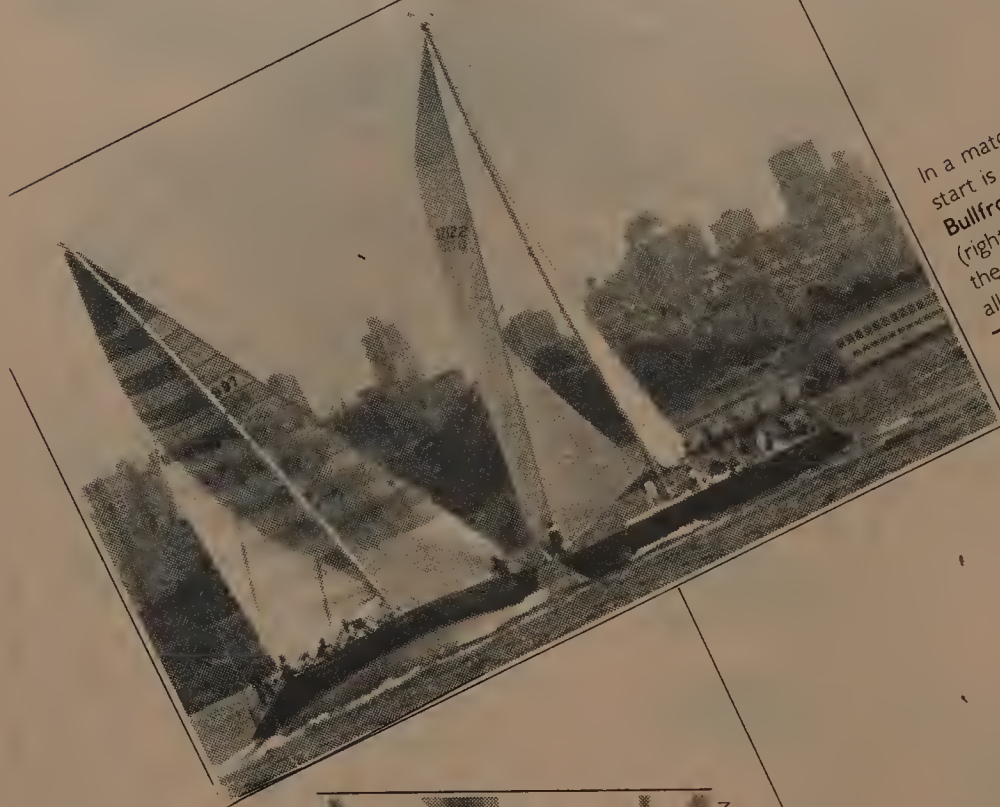
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# SAN FRANCISCO



In a match race, the battle for the start is particularly important. Here **Bullfrog**, (left), and **Tomahawk** (right), joust for position long before the starting gun. **Tomahawk** eventually got away to a slight advantage.



LATTITUDE 38/SHIMON

John Arens, owner of **Tomahawk**.



**A**ugust 27, the St. Francis YC and the Balboa YC squared off in two of the west coast's premiere racing yachts for the San Francisco Challenge Trophy. This is no run of the mill match race either, dating back as it does to 1895 when the Encinal YC's *El Sueno* defeated the San Francisco YC's *Queen*. Except for world wars and great earthquakes, the Challenge has been held almost every year since then — and twice back in '01.

One of the more interesting aspects of the competition is the built-in advantages given the defending yacht club. They get to sail in their home waters for one, which sometimes means a huge tactical advantage. But they also don't have to pick their defending boat

until the warning gun, meaning the defending club can have a light air boat or heavy air boat standing by ready to race, and select either one depending on race day's particular weather conditions. As it turned out, the St. Francis YC came out to the starting area with mains hoisted and full crews ready to race on *Bullfrog*, *Great Fun* and *Bravura*.

**G**iven the inherent advantages for the defender it's no wonder that the history of the challenge is marked with long strings of victories by single clubs. In the early 1900's,

for example, the Corinthian YC won seven times in a row; later in the 20's and 30's they won 11 straight. Since 1955 it's been one short string of victories after another: the Sausalito YC won four straight, then the San Francisco YC won three, the San Diego YC five, the St. Francis two, the San Francisco YC six, the San Diego YC four more, and most recently the St. Francis three.

This year's event would mark the 17th appearance of the St. Francis YC, which had won five and lost 11. The St. Francis, as everyone had expected, ultimately selected Dave Fenix's *Bullfrog* to defend. The big,



# CHALLENGE TROPHY

ALL PHOTOS BY LATITUDE 38/RICHARD

After taking the Balboa YC's entry's stern on the first tack off the City-front, **Bullfrog** begins to establish her speed superiority to weather.

On the first downwind leg to the Blossom Rock buoy, **Bullfrog** is easily saving her time.

beautiful green Peterson 55 had successfully defended a challenge a year ago by the Sausalito YC and *Zamazaan*.

This was the first appearance of the relatively small Balboa YC in the Challenge, and they selected John Arens' latest *Tomahawk*, a Frers 51.

The two boats were no strangers to each other, having staged a terrific battle for fleet honors during the 1982 Clipper Cup. Back then the big Frers was named *Margaret Rintoul*, and was raced by the Aussie national team.

**T**he Balboa's Arens has been sailing the majority of his more than 70 years. At 16 and about to enter Princeton, he and his wife-to-be built their first boat in New Jersey, a kayak. As Arens business successes proceeded over the years — he's the second largest redeemer of supermarket coupons in the country — he was able to purchase a series of ever-larger and more competitive boats. The most recent of his vessels been named *Tomahawk*, so newspaper reporters would presumably be able to get the spelling correct.

The first *Tomahawk* was an Ivar Olson 35 yawl from Sweden back in 1961; ten years later came *Tomahawk II*, a 38-foot Olson IOR design. In 1976 he raced *Cottontail*, the first and most successful of the CF 37's. In 1979 Arens was back with the *Tomahawk* name, this time on a handsome red Holland 40. That boat logged 41,000 miles in three years, competing in Mexican races, Big Boat Series, TransPacs, Clipper Cups, Sauza Cups, and all the rest. Although Arens saw his future *Tomahawk* in Hawaii during the '82 Clipper Cup, apparently he didn't take very close notice. But while on a shopping trip to Sydney for a smaller Frers, he saw the navy blue sloop, fell in love, and had to have her.



# SAN FRANCISCO



On the last two weather legs **Bullfrog** began to rapidly increase her lead, but as she neared the finish in the stark afternoon shadows, she was just 32 seconds too slow.

The crucial juncture. **Tomahawk** rounds Blossom, and decides to head in and work the Cityfront. **Bullfrog** had already tacked the other way to play the cone of Alcatraz. It was the tactical decision here, as much as anything else, that determined the outcome of the race.

**T**he St. Francis' Fenix has not been in yacht racing as long, but his commitment has been enormous. His first larger boat was the Islander 36, *Grumpy Dog*, which soon gave way to a Holland 46, *Pegasus*, that he raced successfully in the SORC. While *Bullfrog* was being built, Fenix chartered the Frers 51 with Dennis Conner to take fleet honors in the 1981 SORC, and later chartered *Merlin* for a Mexican race.

*Bullfrog*, named after a Missouri lead mine his grandfather owned, exploded onto the racing scene, taking three straight firsts in the 1982 Long Beach Race Week. This was followed by an outstanding performance in the Clipper Cup, two victorious Stone Cups

and Big Boat Series. The only time she stumbled was this year's Long Beach Race Week, when she was thrashed by — who else, but John Arens' *Tomahawk*. Thus the stage was set for one of the more interesting match-ups in Challenge Cup history, made all the more so since *Bullfrog* would soon be sold to a Southern California owner.

Because of their rating differences, the 55-foot *Bullfrog* would owe time to the 51-foot *Tomahawk* over the 25-mile Bay course. This was evened out somewhat by the fact *Tomahawk*'s crew had only practiced twice, and weren't used to sailing such a

big boat. It didn't help either, that both coffee grinders were broken by the starting line.

**A**fter the typical match race infighting for the best start, the Dick Deaver-driven *Tomahawk* got away to a very slight advantage. The Steve Taft-driven *Bullfrog*, however, let her length do the talking and had quickly pulled to a 30-second lead at the first weather mark. When *Tomahawk*'s unfamiliar crew had trouble hoisting the chute, the hometown spectator fleet hooted and howled, and things looked good for the *Frog*. But



# CHALLENGE TROPHY



With more than half the course sailed, **Tomahawk** doggedly trails a chute-dropping **Bullfrog**. At this point the Frers 51 is easily saving her time.

as so often is the case, brains, not brawn, eventually proved to be the deciding factor.

The crucial point came at the Blossom Rock buoy, the first leeward mark. **Bullfrog** rounded first, and her trio of tacticians, Billy George, Craig Healy, and Bob Smith, came up with a committee decision to tack back toward the cone of Alcatraz and seek relief from the flood. (Owner Fenix would later say that three tacticians was probably two too many).

Less than a minute later **Tomahawk** rounded, and ironically their inexperience came to their rescue. Unable to get the spin-

naker gear stashed away to tack immediately, tactician Jeff Madrigali directed them to work the Cityfront.

Over near Alcatraz **Bullfrog** monitored **Tomahawk's** progress, and with growing despair realized that a southerly component in the wind was giving the Balboa YC entry a big lift. Never reaching the protection of the cone, **Bullfrog** tacked back through the flood for a second time, and when the two boats crossed, she was trailing.

**A**lthough **Bullfrog** rapidly regained the

boat-for-boat lead, and despite the fact most of the race still remained, the critical error had been made. Although **Bullfrog's** crew probably worked their boat better for the duration of the race and probably saved their time on the remaining race, it wasn't enough. When **Tomahawk** crossed the St. Francis finish line she had saved her time by 32 seconds, thus giving the Balboa YC a victorious Challenge in its very first try.

It was an fascinating race to watch, and offered a maxim for all Bay sailors: going fast is important, but only if you go the right way. Which is the right way, of course, is a matter of eternal speculation, which in turn makes San Francisco Bay racing so interesting.

— latitude 38



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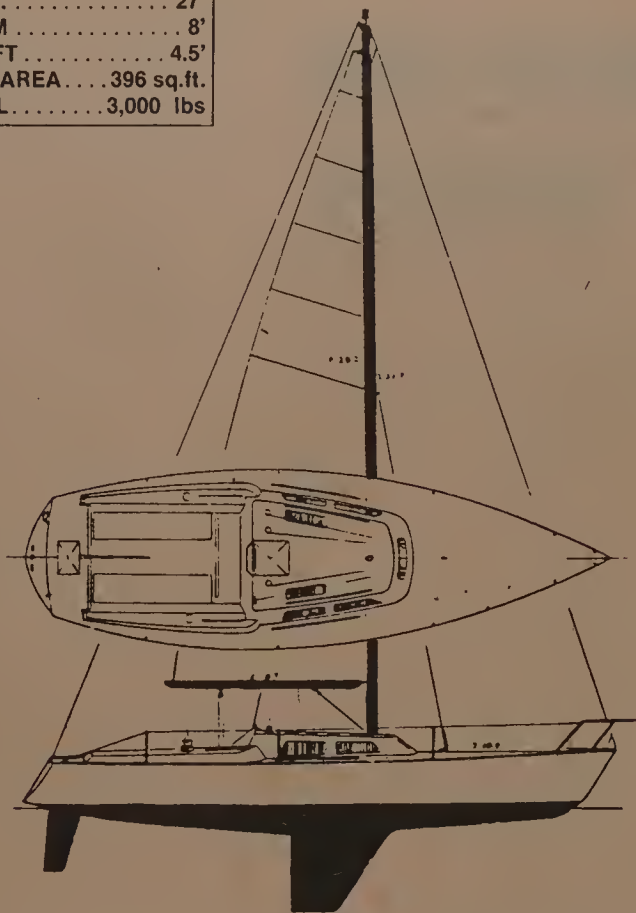
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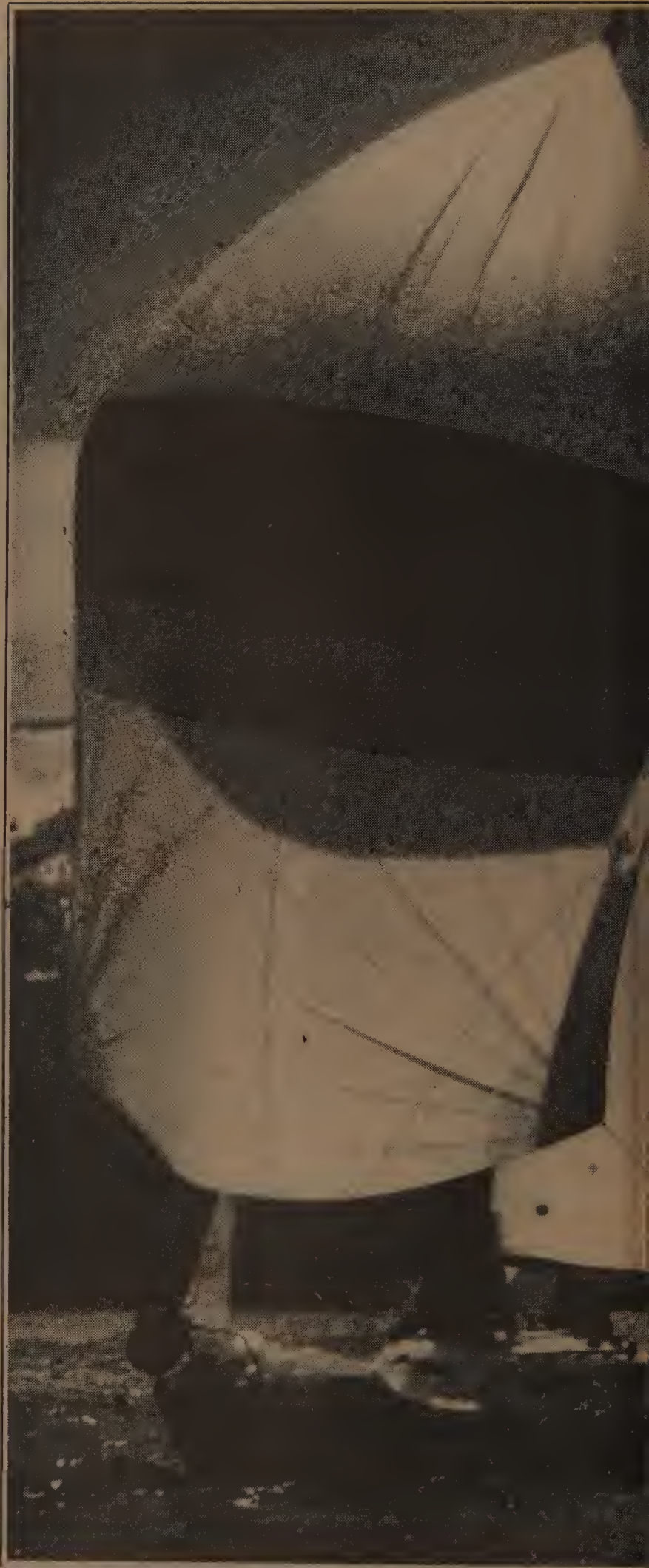
## SANTA CRUZ 27

When the talk turns to classic ultralight displacement boats (ULDB's), it's hard to deny that Bill Lee's Santa Cruz 27 is the genuine article. Since the first of these sleek, 3,000-lb speedsters slipped into the water in 1974, they have come to be known for their ease of handling, high performance in both light and heavy winds, trailerability and durability. All 146 boats built are still out there sailing, and even the most actively campaigned sport much of their original gear. As Elaine Patterson, currently the exclusive 27 builder points out: "They certainly do last!"

The 27 started out as a 'light half tonner' which Bill Lee had drawn for Santa Barbara's Martin Roe. The proposed racer ended up 25-ft long and 9-ft wide. Roe came to visit Lee and the two of them got to talking. It turned out that what Roe really wanted was a boat that would get him back to the bar first, but he didn't want to spend more money than it would cost to build a light, 2500 to 3000 pound boat. Bill did some refiguring and came up with a 27-ft long, 8-ft wide rocket ship that totally ignored the IOR.

Lee ended up making the hull, deck, keel and rudder for Roe, who put the boat together and called it *Vanishing Point*. Bill and his friend George Olson liked the design so much they decided to build a mold and make a few more. One thing led to another and soon they were in the production ULDB business. "It was a boat whose time had come."

Nothing much has changed with the boat since the beginning. They were a little tender with only 900 pounds of ballast. That total was quickly raised to 1300 pounds and finally, with hull #22, it stabilized at 1500 pounds. The 50% ballast-50% hull weight ratio has since become a ULDB standard. The interior layout has stayed the same for nine years, as has the exterior and rigging. Vallejo's



KURT MOLNAR

Franz Klitza, owner of *Bloody Mary*, says he has "driven the hell" out of his boat since he bought it in 1977. *Bloody Mary* regularly competes on the ocean and in the Bay and has completed four long distance races to San Diego. Klitza still has his original rigging and no



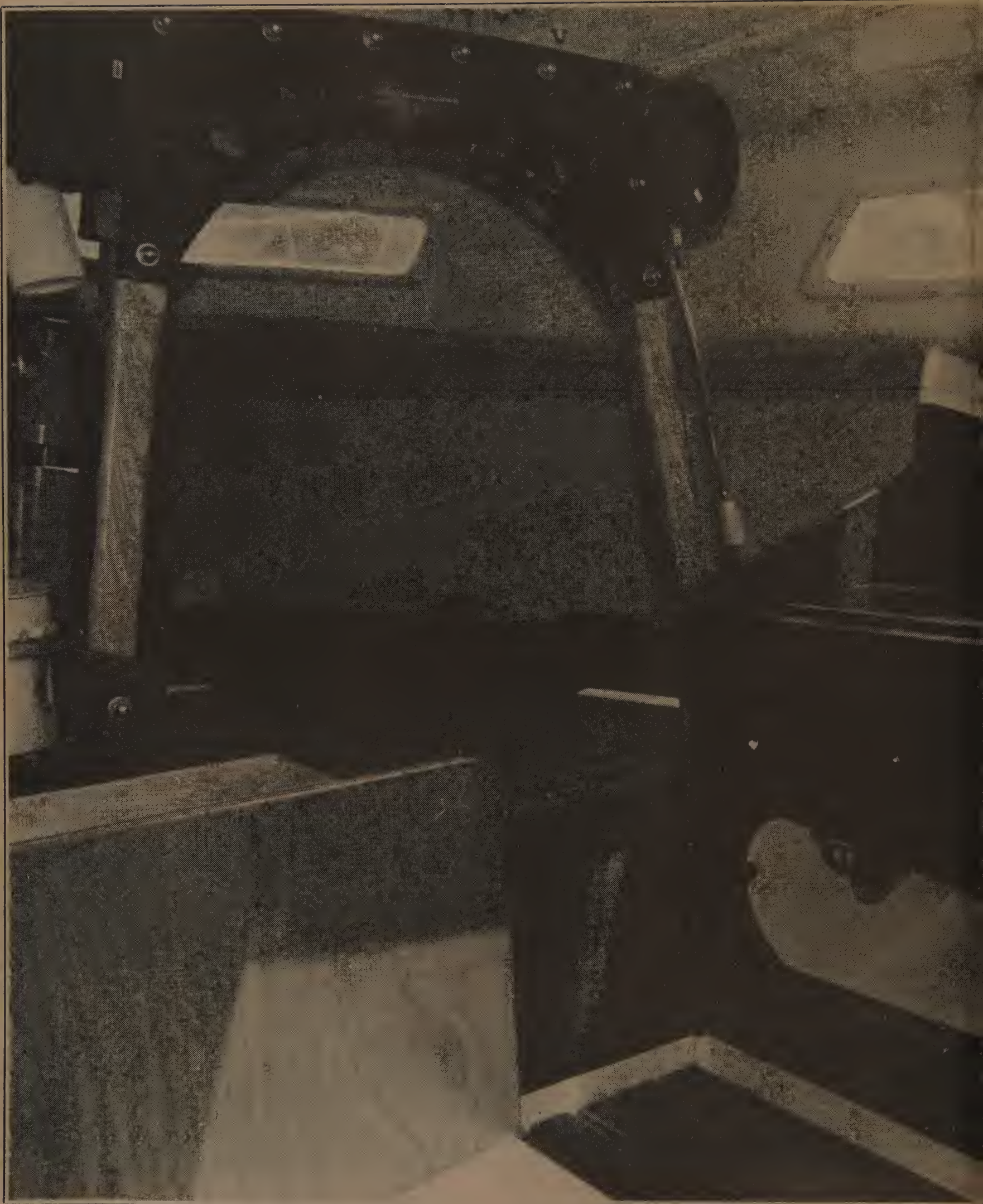


structural cracks in the fiberglass hull with balsa core.

While there are accommodations for a comfy group of four, or an intimate group of five, the SC 27 will never be mistaken for a cruising boat. It was meant to be a race horse, and has compiled an envious

record. Perhaps the most acclaimed victory was Norton Smith's record setting solo TransPac win in 1978 on *Solitaire*. Crewed 27's have fared equally well — the Midget Ocean Racing Association (MORA) record book is filled with testimony to that fact.

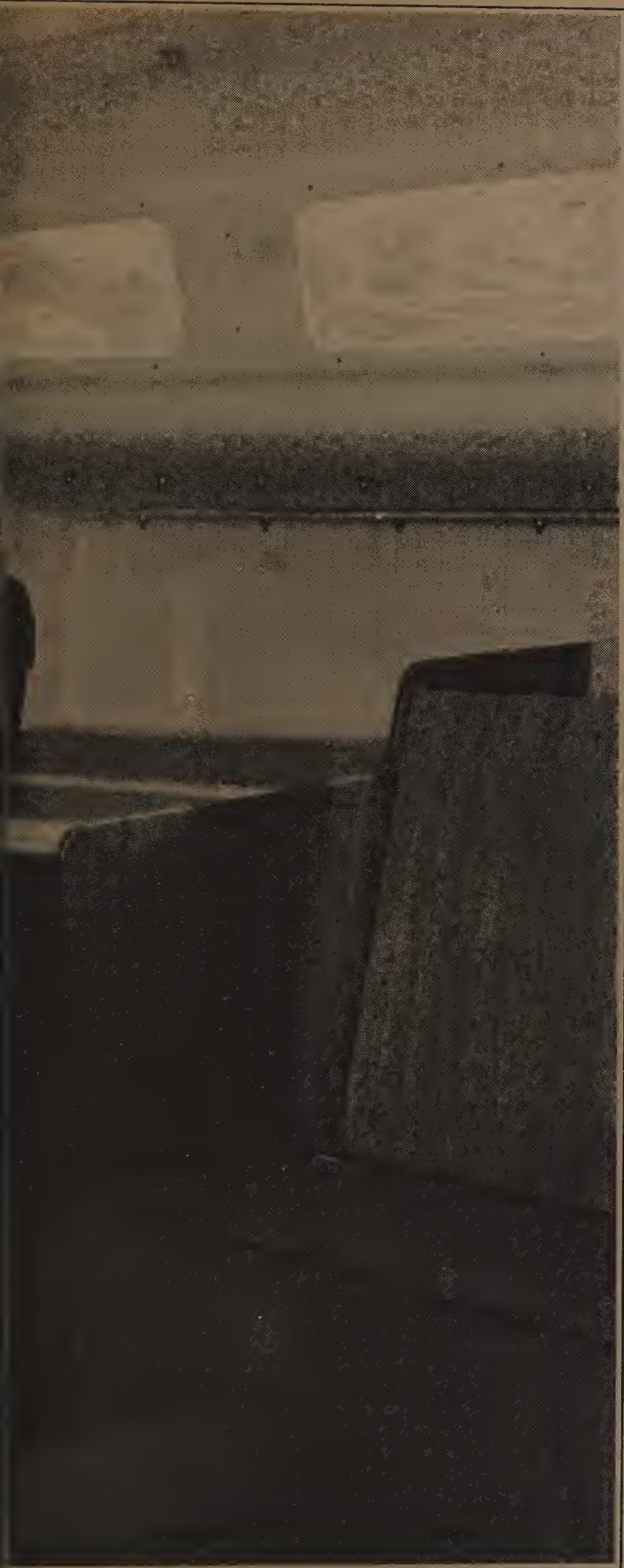




The biggest fleet of 27's has always been in Santa Cruz. In fact it remains the largest one-design group in that area, with a dozen racing regularly on Monterey Bay. Organizing fleets was never a big priority,

but there were a few around, particularly on the Bay, Lake Tahoe, and up north on Lake Washington. There are 27's in such far flung locales as Hong Kong, Japan, Guam and the Bahamas. The big an-





nual gathering is the national championships, held this year at Lake Tahoe with a fleet of 24 entries and won by San Francisco's Brendan Meyer.

COURTESY OF ROBERT SCHUYLER



Bill Lee says many owners prefer to sail their 27's under a handicap system because the boats are so fast. They started out with a PHRF rating of 150, but have been cut down to 132. "Everything else has gotten slower," says Lee. In light airs the boat ghosts along quickly and in a blow it rises up on a plane easily. It suffers only in the medium ranges when equally rated boats with longer waterlines have the advantage.

Rob Schuyler of Los Gatos is the current class president and has owned his *Variety Show* for the past two years. Before that he sailed a Santana 22 which he says was very nice but a lead mine compared to the 27. It took him a while to get used to going so fast — he was surprised how the apparent wind moved forward as speed increased. He used to dread light airs, but not any more. His only complaint is that sometimes water gets inside the boat and you have to work at keeping it out.

Schuyler is also proud of the tight fleet organization the 27's have. This year their activities included a four boat excursion to the L.A. Midwinters and an abalone dinner at the Santa Cruz YC. The feast raised \$1,000 to promote the class and help pay for the Nationals. In the future they plan to charter a couple of Santa Cruz 50's and all go on a cruise together.

The success of the 27 has spawned similar boats in the same size range, specifically the Olson 30 and the Express 27. While the demand for new boats has dropped off, they are nevertheless still in production. Elaine Patterson, who worked five years with Bill Lee building 27's and Santa Cruz 50's, has opened her own shop. She has two 27's in the works now at her Mission Street shop in Santa Cruz. The \$22,900 price tag, which includes everything but sails and trailer, hasn't changed in two years.

For more information about this classic Bay Area boat, call Robert Schuyler at (408) 265-8611 (work) or (408) 353-3039 (home).

— latitude 38 — svC



# GETTING READY

**Y**ou have painted your topsides white. You have told the harbormaster that you are giving up your slip. At night you read the Coast Pilot and dream of coconut trees. Mexico calls to you. Are you really prepared?

Awnings and windscoops are of course

**B**efore leaving the States, I would recommend visiting a university library with a roll of dimes and some tracing paper. Some

It is often suggested to stock up on *Penthouse*, *Hustler*, and *Playboy* magazines, as well as cheap liquor, to barter for lobster and seafood from the fishermen. Take note that

## MEXICAN SOCIETY IS DISDAINFUL OF WEAKNESS.

standard fare for southbound boats. Mosquito netting is a smart purchase, although in many of the hardware stores along mainland Mexico you can buy "mosquiteros" for a few dollars; these are bright-colored, net canopies that you can hang over your bunk.

You might want to stock a couple of insect bombs, the kind that turn your boat into a lethal gas chamber. In the tropics, cockroaches frequently stowaway in brown, pea-sized eggs that adhere to boxes and cans. Once aboard, they breed promiscuously.

It's best to bring most of your maintenance supplies. Mexican varnish looks like molasses and the brushes shed like mangy dogs. A liter of teak oil costs \$17.00. But the marine enamels are cheap, durable, and lay on well. A gallon of highly toxic bottom paint sells for under forty dollars, but it does not have a very high copper content. Both wet and dry sandpaper is cheaper here than in the States. The prices for marine hardware are astronomical.

**I**f you cook with kerosene or alcohol, you should haul it down here by the barrel. Alcohol in Mexico costs about \$5.50 a gallon, and kerosene is extremely difficult to find. Instead you will be forced to search out and buy the lower-grade "tractolina", which has a tendency to clog your burners and blacken the inside of your boat. The majority of Mexicans cook with propane as it is the cheapest, easiest, cleanest, most plentiful, and probably most dangerous fuel to use. There is a good reason most propane farms are found outside of town.

Mexico is not a refined country, and its products often need to be treated or filtered. In anticipation, arm yourself with a full array of gas, diesel, and oil filters, chamois cloths, and nylon stockings. Water in warm climates is occasionally contaminated with the microorganisms responsible for typhoid, dysentery, and other diseases. If you are adverse to putting drops of the local chlorine into your water tank, then bring plenty of water treatment tablets with you. As most of your water will be drawn from a tap, a length of garden hose is priceless.

of the most detailed, small-scale charts of Mexico are now out of print, but they can still be found in the map rooms of the larger libraries. You can also search out and copy any pre-1945 Sailing Directions which contain much more pertinent information for small craft than today's anemic H.O. Pub. 153. Also, most map rooms carry the Mexican series of topographic maps (coverage of B.C. Sur is incomplete). These add a valuable dimension in filling in the fictitious land areas shown on most Mexican charts.

the fisherman's family loses dearly in the exchange. A better idea would be to bring a box of used clothing, especially children's, fish hooks, .22 shells, and medical books in Spanish. You can still deal like a yankee trader and everyone benefits.

Mexico is suffering its worst financial crisis since its last revolution. The devaluation created a 100 percent inflation rate. Living is tough. Imports are scarce and expensive. Therefore it is wise to stock up on all but the basic foodstuffs, which are generally subsi-



DOUGLAS WILDE



dized by the Mexican government. Except for labor services — the minimum wage is well under four dollars a day — this season will not be the giveaway that it was last year.

copies while in Mexico to keep you in supply.

Along with your ship's papers you will be issued a tourist card. If one of your crew

gration has authority over the Port Captain.)

Import Permits can only be obtained once you are in Mexican waters. Most people obtain them in either Cabo San Lucas or La Paz. They are issued free by the Registro Federal de Automoviles, a federal branch of the government deeply riddled by corruption

## AND WEIRDNESS IS CONSIDERED A WEAKNESS.

To enter Mexican waters you need ship's papers. Easy. Just show up in the morning at the Mexican Consulate in San Diego with your boat registration, pink slip, proof of citizenship, and crew list forms. If you lack these forms, there is an insurance/travel agency across the hallway that will sell you a number of copies for a minimal fee. Keep one copy blank as a master copy; you can later make clean

lacks a tourist card and it is after 3:00 p.m. — when the Consulate closes — you can take proof of your citizenship to a Mexican car insurance agency. They hand out tourist cards as a favor to the Mexican government. (Note: when entering a Mexican port that has a Port Captain, always go to the Immigration Office first to get your tourist card stamped and your crew list approved. Immi-

Thanksgiving and Christmas always get a big yachtie turnout in Cabo San Lucas.

and scandal. Always have your papers in order when dealing with the Registro. If your papers stink, then don't tempt fate by trying to fake it.

If you want to take your gun into Mexico legally, you will arouse the many-headed hydra of Mexican bureaucracy. You will need to make numerous trips to the Consulate, the Fish and Game Department, the military garrison, as well as bear character references, passport photos, licenses, and military certificates. This is a fine course for some, but most sailors just hide their guns in the forepeak.

Many of the boats that cruise Mexico are armed and dangerous. "What kind of gun do you have?" is not an uncommon question. I remember the first time it was asked of me. As I was unabashedly explaining the merits of having a Daisy that fired both BBs and pellets, my host opened up a hanging locker to show me his arsenal that included among other things an Uzi machine gun and two automatic rifles. His mouth churned up a white froth as he started to ramble on about the only sure way to keep a "damn Mexican from messing you over".

I have yet to be messed over by a "damn Mexican" and it is not due to any BB gun diplomacy on my part. This isn't the Caribbean. The three instances of gunplay that I have heard of have all been cruisers shooting at each other.

Actually, the hospitality that you will most likely encounter along the coast of Mexico is both gracious and genuine, and at times overwhelming. Unfortunately you first need to break down the stereotype that most Mexicans have of "gringos".

Despite what is touted in the tourist brochures, the "friendly amigo country" does not really extend beyond the parking lot of the resort hotel. A silent animosity towards the gringo is the rule rather than the exception. This prejudice is deeply rooted in history and is nourished daily by flocks of tourists who leave behind their droppings as





# READY FOR MEXICO



they unknowingly trample across local customs and traditions.

Mexican society is conservative, not very tolerant of any kind of affront, and is disdainful of weakness. Weirdness is considered weakness. When you go to the Immigration Office to get your papers extended, don't

The distant anchorages are the most soothing and serene. Isla San Jose.

show up in a bathing suit and a weekend's growth of beard. You may find your visa cancelled. In the United States, our tradition of individuality is protected by laws, rules,

and regulations. We can be as weird as we want. And if perchance somebody infringes on our rights, we can complain to our lawyers, thus kicking into motion the wheels of retribution.

**B**ut in Mexico, no matter how you approach the law, you may be considered guilty till proven innocent, and you never know which way the wheels of justice may turn. Because of this the bribe is as much a part of Mexico as the taco; paying "mordida" allows you to avoid getting entangled in what can turn into an insidious web of laws and regulations. When in Mexico, the best advice is to do what the Mexicans do. Righteous indignation rarely works. Remember, you left the first amendment behind at the border.

In ending, trying to understand Mexico is like trying to understand the sea; both are unfathomable in their own way. And even at the surface, both will continue to surprise us, no matter how well we think we have prepared.

— charles kulander



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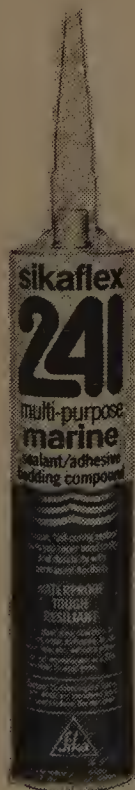
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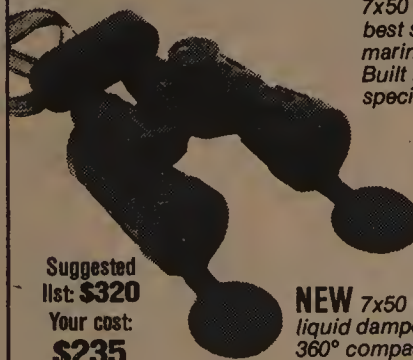


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# WINDJAMMERS

Usually, Bill Lee explained, it takes at least nine hours for the first boat to finish the popular 67-mile Labor Day weekend Windjammer's Race from San Francisco to Santa Cruz. The fact is that only one boat had bettered that record, the late Cornelius

*Stormvogel's* elapsed time record by more than three and a half hours!

*Merlin's* yet another magical run averages out to better than ten knots. Her top speed was attained off Davenport, just over 20 knots! Perhaps most amazing of all, she

Shirtless Paula and Octavia

US-8956  
0208-2U

streak under the Gate

Bruynzeel's renowned 73-ft ketch, *Stormvogel*, from Cape Town, South Africa. Years ago she completed the course in 8.5 hours. The problem in bettering that record has never been boat speed — Santa Cruz boats have that — but the wind. Usually it's lighter in the fall than normal, and often there are big holes.

But not so this year. Attribute it to El Nino, clean living, whatever you want, but this year almost the entire fleet was blessed with 15 knots of wind at the start, 12 or so reaching down the coast, and as much as 25 down off Pigeon Point and Davenport. In a fleet that includes some big ultralights, consistent winds mean records will fall.

And so they did. Donn Campion of Los Gatos, the new owner of many course record holder *Merlin*, bagged his first elapsed time record. With the help of designer/build-er Bill Lee (who responded with a wave to a "Hey Bill!" from the deck of the Golden Gate Bridge), Campion's Santa Cruz YC entry finished 43 seconds shy of six hours, breaking

made the record run in t-shirt and shorts weather. (Terry drew reports, *Merlin* made the delivery run up to San Francisco in seven hours — also in t-shirt weather).

Second boat to finish was Arch Marez' Schumacher 44-ft ultralight, *Eclipse*, which debuted in this race last year. She finished just 50 minutes behind *Merlin* despite a rudder problem and leaving her controversial five trapezes back home.

*Oaxaca*, a Santa Cruz 50 carrying three generations of the Burgin family, was the third boat to finish. Also worthy of note was *Octavia*, a Santa Cruz 50 under charter to eight people. *Octavia's* race strategy called for a lovely, chesty woman by the name of Paula to remove her t-shirt at the starting line and play figurehead, thereby distracting the opposition long enough to give *Octavia* an insurmountable lead. It was a wonderful strategy to watch unfold, but it didn't work worth a darn.

Not everyone in an 86-boat fleet can set a record or finish at the top of course, but

Donn Campion's Bill Lee-driven *Merlin*



# TO SANTA CRUZ

ALL PHOTOS BY LATITUDE 38/RICHARD

hadn't gotten the SCYC's Friday Nite dinner cleared away before the first entries arrived.

Of course you can't please everybody. Barbara Mussa on *Sunchaser* was disappointed in her first Windjammer because she didn't experience any of the drifting along fog-bound shores that she'd heard so much about from race veterans. Wait 'til next year Barbara.

(A question for the readers. How old is the Windjammer's Race? We're told that it started the year the Santa Cruz YC was founded, in 1929, although it stopped for the war and perhaps wasn't held in other years. If anybody knows, we'd like the answer for our file).

The quick race enabled almost everyone to get a good rest before their fizzes and



## 1983 WINDJAMMER'S RESULTS

PHRF I	1.	Eclipse	Schumacher 44	Arch Marez	Santa Cruz YC
	2.	Oaxaca	Santa Cruz 50	The Burgin family	Santa Cruz YC
	3.	Merlin	Lee 67	Donn Camplon	Santa Cruz YC
PHRF II	1.	Two Bits	Cal T/4	Raymond Osborn	Santa Cruz YC
	2.	Constellation	Islander Bahama	John Lincoln	
	3.	Amazing Grace	Unknown	Unknown	Unknown
IOR	1.	Chasch Mer	Santa Cruz 50	Randy Parker	Santa Cruz YC
	2.	Ralder	Santa Cruz 50	Henry Grandin	St. Francis YC
	3.	Monique	Farr 42	Chris Gasparich	St. Francis YC
	4.	Natoma	Rhodes 58	Don Dalziel	St. Francis YC
OYRA	1.	Light'n Up	Express 27	Gary Clifford	Richmond YC
	2.	Wild Hair	Santana 35	Ori Gooch	Ballena Bay YC
	3.	Wind Runner	Santana 35	Unknown	Unknown

the majority of the fleet also enjoyed a relaxing — even mellow — race that was also swift. It was so fast, in fact, that the traditional all-night volunteer chowder brigade

breakfast at the yacht club the next day. Saturday night was the traditional steak dinner and awards party.

— latitude 38



# SMALL YACHT RACING ASSOCIATION (SYRA)

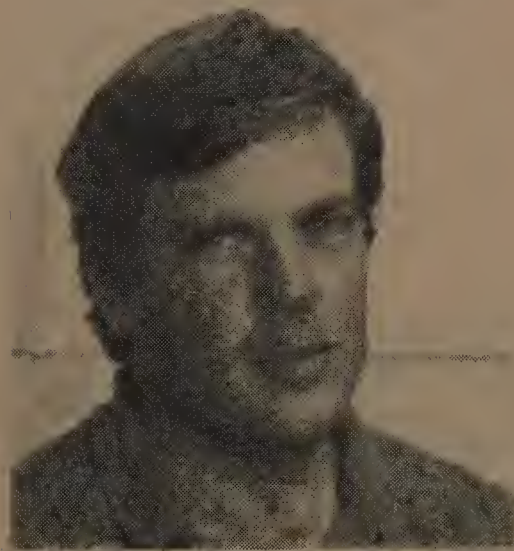
The SYRA (Small Yacht Racing Association) of San Francisco Bay was organized 26 years ago to support one-design keel boat racing on the Bay. Originally it was supported by four yacht clubs: the Corinthi-

an, Richmond, San Francisco, and Sausalito; since then 20 more clubs have joined.

No discussion of the SYRA would be

complete without mention of Howard and Edna Robinson who have volunteered a good part of their lives to the organization.

## CAL 20 "Loafer"



JOANNE CATZ

KEVIN FRIEL  
SAUSALITO YC

Winning the Cal 20 class was nothing new for Kevin Friel; he'd done it before in '79, '80 and '81. Although he's been sailing small boats since the fifth grade, his crew had only a little experience. They included Kevin Greene, his father, and his sisters who wanted to see what racing was like. "The perfect Cal 20 crew," he says, "is strong and doesn't mind getting wet."

Winning the class wasn't easy, however, as at least ten of the 24-boat fleet were very good. Bert Rowe took second with *Crackerjack*, and Charles Gay in *Great Egret* placed third.

Kevin tried to experiment a lot and thinks his racing an Express 27 last year helped him win the Cal class this year. He found that raking his mast back farther allowed him to point higher than before.

Kevin's future plans call for racing the Cal 20 and Express 27 Nationals next year. He wants to beat John Kostecki.

## SANTANA 22 "Seascape"

Jim says:  
"No photo  
please."

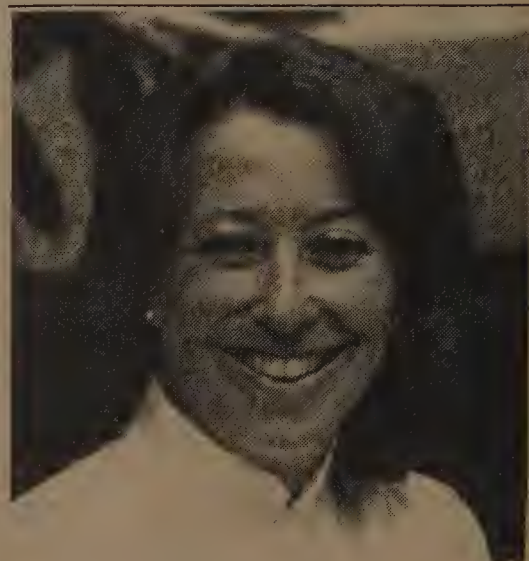
JIM LINDSEY  
RICHMOND YC

Jim Lindsey is a man of few words, no pictures, and countless sailing trophies. His legendary trademark is his well-worn foul weather gear, patched and held together with strips of shiny duct tape.

Jim didn't particularly care to talk about his winning the championship, but he did mention that his crew consisted of his wife Sally, and Howard Canfield. Vern Neff's *Kemo Sabe* was second in class and Dave Hankel's *Express* took third.

The Santana 22 fleet was neck and neck with the Cal 20's in fleet size, somewhere between 20 and 30 boats. "The competition is stiff every year," says Lindsey, but he must like it because he plans to race again with the class in 1984.

## ELECTRA "Spirit Of"



JOANNE CATZ

PATRICIA WALL  
CAL SAILING CLUB

The only female SYRA champion this season was Patricia Wall, who has been sailing since she was eight. After three years of sailing Electra's one-design, this was the first year she got serious about competing. She bought a new jib for the switch from cruising to racing and earlier this summer won the Electra Worlds.

She finds her boat, *Spirit Of* (76 is the hull number) a challenge to sail because its full keel causes it to slip to leeward.

Patricia's crew for the season included Ted Wilson, Bob Billingham, and her brother Bill.

With ten boats in the class, the competition was stiff and they tied several times. Dennis Brewer's *Seabar* placed second in class.

Patricia attributes her success to concentration, preparation, and Moosehead Beer, not necessarily in that order. She plans to race mid-winters this season, hopefully with an all-female crew.



# SEASON CHAMPIONS

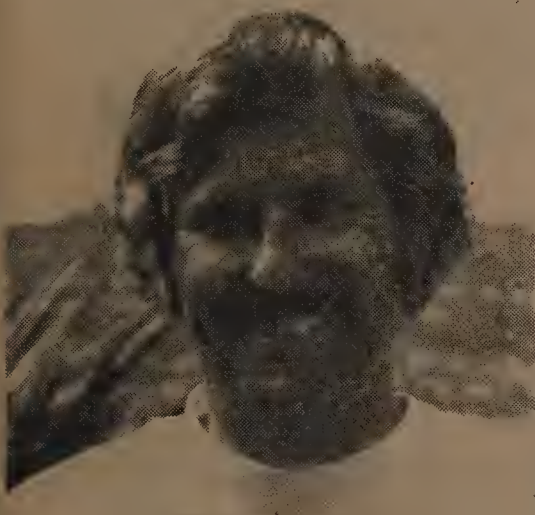
Members feel their racing organization is perhaps the best and most responsive on the Bay.

The SYRA features a 14-race season in six different areas of the Bay. The one-design round the buoys racing is both challenging

and competitive.

This year six one-design classes qualified for starts in the SYRA. On this page we feature the class champions for the 1983 season.

## VENTURE 24 "Windsong"



JOANNE CATZ

**DARRYL COE**  
**DIABLO SAILING CLUB**

Darryl came out of 'retirement' to win the Venture/McGregor class with his 15-year old Venture 24. He hadn't raced since 1974 although he had been an SYRA champion in 1970.

Crew included Greg Megowan, Patrick McMann, and two women he met at the *Latitude 38* Crew List Party, Lorena Vernon and Bobbi Paley.

There was good competition among the seven-boat fleet that qualified, with Bob Butler's *Bonaventure* placing second. John Kaplanis won the non-spinnaker section with his boat *Misadventure*.

*Windsong* took six firsts in the last seven races which Darryl attributes to new North sails and a clean, hard Micron bottom. "Making fewer mistakes" may also have helped.

Darryl is involved with an international United Airlines sailing club and is busy planning a regatta in San Francisco the first week of the month. He plans to race the Metro Mid-winters and maybe the GoldenGate's too.

## RHODES 19 "Sinbad"



**ANTHONY CHARGIN**  
**ST. FRANCIS YC**

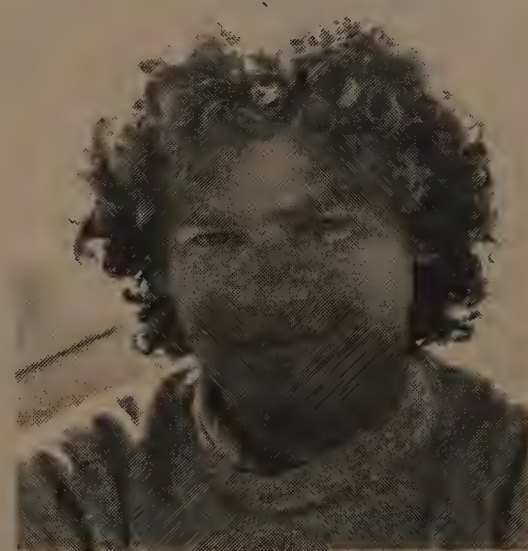
"Good spinnaker work is our trademark," says Anthony Chargin who took top honors in the eight-boat Rhodes 19 class. Stan Thomas and Leonard Johnson made a good heavy weather crew, an important feature while spinnaker reaching in the weight-sensitive Rhodes.

Their toughest competition came from the Perkins brothers boat, *Brain of Pooh*. Anthony jokes that he was fortunate 'that all three brothers didn't sail together on the boat at one time.'

His future goals are simple: "To stay ahead of the competition."

Anthony, a past president of SYRA, feels that the organization offers very competitive courses, particularly the weather and reaching legs. "It's a great group to sail with," he says.

## MERIT 25 "Twilight Zone"



JOANNE CATZ

**PAUL KAMEN**  
**CAL SAILING CLUB**

Paul Kamen's bright yellow *Twilight Zone* may be the oldest boat in the fleet, but it has the newest spinnaker. Purchased from Pineapple Sails just before the last day, Paul claims they wouldn't have won the championship without it. Rick Lowrey's *Dos Equis*, who placed second, generally did better in light air, but a new jib gave *Twilight Zone* a slight advantage in heavier winds.

Paul's crew included Laurie Jacobs, Mark Porter, Judy Sharff, John Dektar, Frank Petrie, Jim Fair, Tracy Dickerson, Sam Goldstein, Matt Muchnick, Sissela Danialson, and Ed Shirk. This group sailed in this year's Clipper Cup and Big Boat Series on *Salty Tiger*, *Swiftsure*, *Irrational*, and *Leading Lady*, to name a few.

Paul claims he had the best crew, or at least the best-fed crew. He bought them crab and shrimp salad sandwiches, yogurt and ginger snaps, and also took them out to dinner.

Paul intends to race SYRA next season and will sail the singlehanded to Kauai in 1986.



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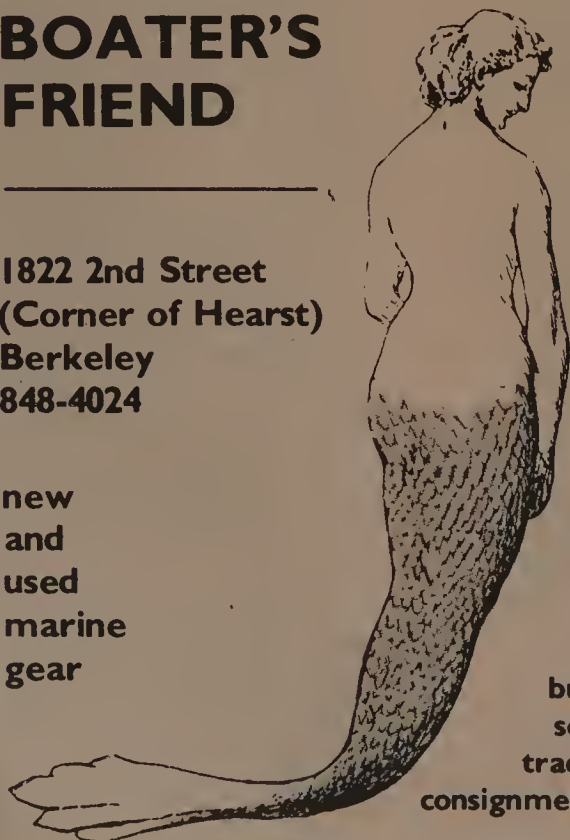
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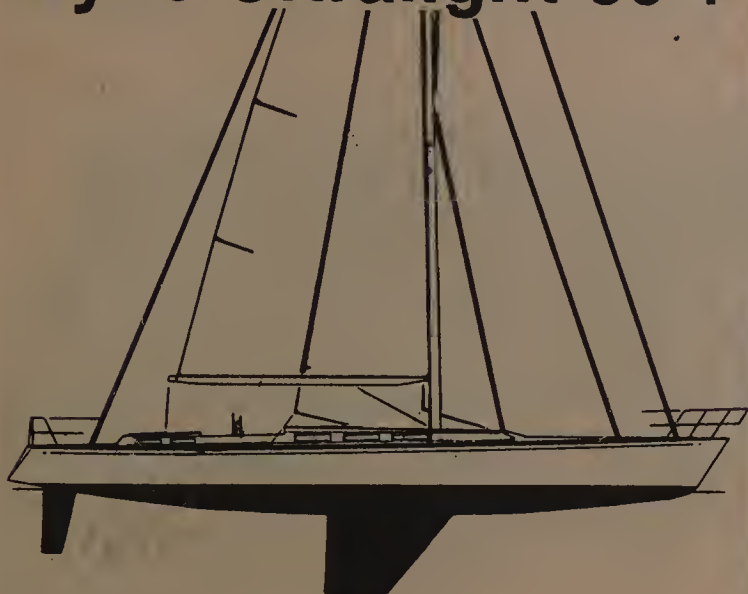
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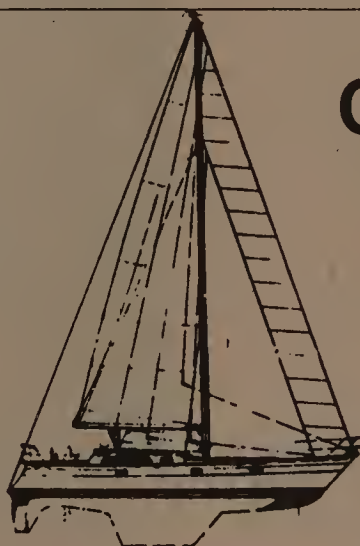
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When Nolan Bushnell's 67-foot sloop *Charley* crossed the finish line first in this year's TransPac race, it was the culmination of several elements which combined to produce this prestigious victory. The boat, the sails and the crew were all top notch. There were, however, two additional facets — the navigational skills of Stan Honey and the debut of his onboard computer system — which not only aided in finding *Charley's* way to Honolulu, but also in keeping the boat moving as fast as possible at all times. When the big blue sloop docked at Ala Wai harbor, the general consensus was that these two elements had made a crucial difference.

This was not the first time that Honey, 28, had won the coveted first-to-finish navigator's award for TransPac. In 1979, he helped Harry Moloscho's 69-ft *Drifter* beat the legendary 67-ft *Merlin* for line honors. Two years later he had *Drifter* positioned again in the lead when their rudder broke and they had to return to California. This was the first time, though, that the electronics engineer, who used to work on radio and radar instrumentation at the Stanford Research Institute, was able to fully integrate his high tech knowledge with more traditional forms of navigation.

"It's like a puzzle to me," says the shy, young-looking Yale graduate with large frame glasses and a moustache. "There were times in offshore races where I'd be frustrated because I had the pieces but not the

"Navigation  
is like  
a puzzle  
to me."

time to solve that puzzle." The computer aboard *Charley* gave him that time, and his solution proved to be more correct than anyone else's in the fleet.

Stan grew up in Southern California, cutting his teeth in dinghies at the Los Angeles YC. He and his family learned to cruise in the Lapworth 24 *Dove*, the same boat Robin Lee Graham made famous in his trip around the world. In the early 70's Stan started competing in offshore races, including a TransPac on the Lapworth 50 *Sumatra*. In 1973 he enrolled at Yale and



LATITUDE 38/SHIMON

sailed on the high powered varsity team there with world class sailors Steve Benjamin, Dave Perry, Peter Isler and Chris Penfield. In 1978 he crewed for Steve Taylor and they took third at the 505 Worlds. The following year he came west again, going to work as a research engineer at SRI. He also started sailing with Sally Lindsay on her 505, a liason which continues into the present.

Stan's fascination with navigation began early in his sailing career, and he learned well. His aptitude for numbers and his sailing

Stan Honey.

ability have landed him berths on numerous Grand Prix boats competing at the top level. In 1981 he served on *Stars and Stripes*, which won Class C at SORC and went on to be the highest scoring American boat at the Admiral's Cup that year. In 1982 he was on another class winner, this time for the Bermuda race. He often spent up to three months a year sailing.



ROLLCALL ANALYSIS FROM 0800 83/07/8 TO 0800 83/07/9										HONEY ELECTRONICS	
CLASS NUMBER	YACHT NAME	COR. DAY DIST MG [MI]	BSG TO FINISH [GC MDEG]	DIST. TO FINISH [MI]	COURSE DAYRUN [RH MDEG]	DIST DAYRUN [MI]	LAT [DDD.MM]	CON	PRED. COR. TIME [D.H.M]	NOTES	
D64	MURPHYS LAW	343.9	242.9	1046.0	258.1	248.5	26.37	139.40	09.00.28	CAL 40	
D60	TINSLEY LIGHT	305.4	244.3	1048.3	249.5	223.8	26.13	139.31	09.12.18	MUL 36	
D59	WALL STREET DUCK	304.8	247.6	1065.1	257.8	226.2	25.19	139.01	09.17.05	SHU 37	
C47	JUICE	303.3	247.4	1063.8	256.8	234.4	25.22	139.03	10.01.39	EL 38	
B20	MIMI 8	300.3	245.7	851.0	246.7	245.8	24.45	142.54	09.03.40	SNC 40	
A4	RAGTIME	293.7	246.1	716.1	265.2	294.5	24.00	145.15	09.17.57	SPN 62/TEAM DURGIN	
B31	PRIMA	292.6	251.6	946.2	251.6	236.1	23.37	140.58	09.14.34	DLS 40	
B26	PUSILLANIMOUS II	291.6	249.9	1054.0	253.4	236.9	24.33	139.06	10.17.19	DLS 40	
B23	MOTORIOUS	288.3	246.0	859.8	244.0	235.9	24.43	142.43	09.03.10	DLS 40	
B30	SPELLBOUND	287.5	243.7	897.8	253.1	235.2	25.30	142.12	09.00.37	DLS 40	
A1	MERLIN	286.2	241.0	803.8	252.9	293.0	24.22	147.27	09.09.40	LEE 67	
D57	LOIS LANE	284.7	247.0	1055.0	254.1	214.0	25.27	139.13	09.15.31	WLE 40	
B32	GREAT FUN	282.0	239.4	818.6	257.2	234.4	26.01	143.52	08.16.58	DAV 50/BERNARD	
B29	PRIME TIME	280.1	243.3	915.8	251.5	229.7	25.43	141.55	09.12.50	OVS 40	
B28	REVENGE	279.9	245.6	889.5	255.2	229.9	24.50	142.13	09.06.42	DLS 40/MENNINGER	
C44	UIN NA MARA	279.7	245.7	978.1	253.0	217.2	25.25	140.40	09.07.48	FAR 42	
A2	CHARLEY	278.8	245.5	598.9	253.3	279.7	23.34	147.19	09.06.34	HDL 67	
D51	APDLD V	276.7	244.2	987.7	248.0	211.0	25.54	140.36	09.05.03	PET 43	
D65	REGARDLESS	275.2	248.6	1107.1	234.2	208.9	25.13	138.13	09.18.57	TAR 41	
A14	INCANTATION	274.3	247.2	883.4	254.8	255.6	24.10	143.40	09.23.01	SNC 50	
A16	WHISTLEWIND	273.8	237.6	786.6	263.0	266.9	25.37	145.55	09.04.44	FAR 55	
A10	SAMURAI	272.7	239.4	679.3	253.0	258.7	25.06	146.15	09.05.03	SNC 50	
B33	TDMAHAWK	272.0	244.3	862.3	259.0	225.8	25.09	142.46	08.22.48	FRS 51	
B22	SHAMAN	272.0	244.3	889.8	251.2	225.8	25.18	142.18	09.10.30	SNC 40	
D53	JEST	270.0	244.6	986.8	249.2	205.8	25.46	140.35	09.02.55	J 36	
D58	FLASHER	266.6	246.1	1033.4	261.4	207.1	25.36	139.40	09.10.08	FRS 40	
C38	ANANTE	266.6	245.7	948.9	247.8	212.0	25.16	141.10	09.00.33	PET 48	
C37	ANNABELLE LEE	265.1	246.1	944.6	255.9	214.2	25.08	141.14	09.00.16	PET 49	
B19	MAGIC TOUCH	265.0	238.9	904.0	256.5	227.0	26.43	142.28	09.15.58	SNC 40	
D61	RED SHIFT	263.8	245.1	1049.4	254.7	201.0	25.58	139.27	09.11.55	CHT 40	
D50	CELERITY	263.6	244.1	980.2	244.5	203.1	25.52	140.44	09.04.15	SDP 43	
B25	OUTRAGEOUS	263.0	249.0	994.6	269.4	228.0	24.34	140.12	10.04.42	DLS 40	
B27	SKIMMER	262.8	242.9	918.1	253.3	218.7	25.49	141.54	09.14.03	DLS 40	
A15	DAXACA	262.1	236.5	781.6	261.2	259.6	25.48	146.04	09.07.20	SNC 50	
A13	EARL OF MAR	261.8	247.3	744.6	251.4	244.2	23.52	144.42	09.13.28	SNC 50	
A9	UPBEAT	261.6	248.1	718.4	251.1	244.5	23.36	145.07	09.09.56	SNC 50/AYRES	
A8	MISS MAGIC	260.5	248.3	702.0	251.6	243.8	23.38	145.25	09.07.33	SNC 50	
C43	HEAT WAVE	260.4	242.8	963.6	256.8	206.3	26.07	141.07	09.06.04	DAV 44	
C39	BRAYURA	260.1	239.7	878.6	247.6	207.3	26.22	142.49	08.17.03	FRS 46	
C45	IMMONETTE	257.9	243.1	998.0	252.8	203.8	26.16	140.30	09.13.19	FRS 46	
A7	KATHMANDU	257.6	249.0	887.9	268.5	245.0	23.46	143.31	10.01.13	SNC 50	
B24	ZAMAZAN	255.7	242.1	851.3	242.6	212.4	25.37	143.07	09.02.12	FAR 52/EASDM	
D62	SKYSAIL	254.8	242.1	1010.2	258.5	194.1	26.37	140.22	09.02.16	CHT 40	
D55	LIBALIA TOO	253.7	240.6	994.7	258.7	203.2	26.56	140.46	09.05.17	DAV 40	
B21	APPLE PIE	251.4	247.6	918.3	249.4	210.6	24.36	141.37	09.15.37	SNC 40	
A12	DCTAVIA	249.0	245.4	696.9	238.9	234.4	24.03	145.37	09.06.49	SNC 50	
A5	CHASCH MER	247.0	234.5	749.0	268.2	258.0	26.33	145.28	09.17.52	SNC 50	
B34	MALU IV	246.9	242.4	939.5	259.5	209.5	26.05	141.34	09.14.45	LPW 48	
C36	ELUSIVE	246.4	246.8	940.6	258.1	199.8	24.55	141.16	09.08.12	CHT 48/EICHENLAUB	
D66	SUGARLIPS	245.2	249.2	1235.3	252.3	184.2	25.39	135.54	11.07.50	SNT 39	
A11	RAIDER	243.8	255.9	832.6	244.8	232.3	22.10	142.55	10.01.22	SNC 50	
B18	AORANGI	242.8	241.2	877.5	264.8	221.6	26.00	142.43	09.14.40	LPW 54	
C42	FREE RUN	240.1	242.7	998.8	252.8	193.0	26.22	140.31	09.14.54	T 40	
C49	RUSSIAN WOOD	236.1	246.4	1089.9	255.5	180.5	25.49	138.39	10.08.24	TUR 41	
C40	MARSHITEN	234.7	252.1	979.9	219.8	216.8	23.37	140.21	09.06.02	TAK 44	
C41	TIMBERWOLF	234.1	238.2	991.4	252.8	191.6	27.33	141.03	09.14.51	FAR 38	
D52	JOHANNE	232.1	241.0	1036.0	255.8	186.3	27.06	140.01	09.17.31	SWN 44	
D63	MDNTEDMERY STREE	226.8	243.3	1064.1	256.0	177.2	26.37	139.19	09.13.34	CAL 40	
D54	PELICAN EXPRESS	225.9	242.3	1052.7	249.9	178.7	26.51	139.37	09.19.52	FAR 17	
D56	WINDOME GOLO	221.8	242.8	1013.7	256.7	179.1	26.27	140.15	09.08.15	DUB 40	
C48	OKAR	218.8	245.6	1030.7	243.8	175.3	25.45	139.45	09.18.02	CSA 43	
C46	ARIEL	216.5	242.6	1023.3	255.7	177.7	26.34	140.06	09.19.41	T 40	
C35	SUPERNOVA	209.5	248.9	948.8	223.4	191.3	24.23	141.01	09.10.52	SWN 51	
B17	JUMPIN JACK FLAS	176.2	233.8	768.0	249.3	164.5	26.49	145.13	09.03.27	DAV 50/WOODY	
A6	NIGHT TRAIN	0.0	0.0	0.0	0.0	0.0	0.00	0.00	00.00.00	SNC 50	
A3	SAGA	0.0	0.0	0.0	0.0	0.0	0.00	0.00	00.00.00	NH 68/LOVE CUNOIF	

at SRI, notably Ken Milnes, Stan began to assemble an onboard system that could handle those questions. What they were looking for was something into which they could feed a series of assumptions and come up with different courses best suited for them. Stan felt that with more data available, he could come up with a better intuitive grasp of the important factors that would affect the race's outcome.

The result of their efforts was the package that *Charley* carried to Hawaii. There were several elements involved, including an HP-75C portable computer, an Epson MX80 graphics printer, a custom-built interface computer and a telecommunications computer. Each of these pieces of equipment required their own software, custom written for yacht racing. It would not be an understatement to say, as *Charley* crewmember Steve Taft did, that "this is a pretty sophisticated system".

There are no less than 27 programs available with such high tech sounding names as "Rollcalc", "Perfdisp" and "Optplot". Among the things that it can do are assess the boat's performance through quantitative comparison to previous performance through quantitative comparison to previous performance in similar sailing conditions, suggest optimal sailing angles, calculate conditions on upcoming legs, monitor wind and weather conditions, determine the fastest course given expected wind and current, analyze the available data on competitors and receive and decode telemetered weather information.

Wow! you might say. With all those capabilities, who needs sailors? Actually, most of these functions are performed by good sailors all the time using their seat-of-the-pants experience. Honey's system allows him to make better guesses based on a larger data base, so to speak. It also gave him more time to plan strategies, relax and help sail the boat.

The multiple facets of Honey's system make it hard to single out any one as being most important. Stan says they are synergistic, and he uses as many as he can to get a more complete picture. In his role as navigator, he made frequent weather maps to track the Pacific High, a crucial factor in determining strategy for the race. These are the same maps you can get on a weatherfax machine, but the graphics computer has the advantage of using conventional paper (rather than specially ordered wet or electrostatic papers) and prints high contrast maps using black ink. Combining this information with data from the rollcall program, which lists the rest of the fleet's location and recent

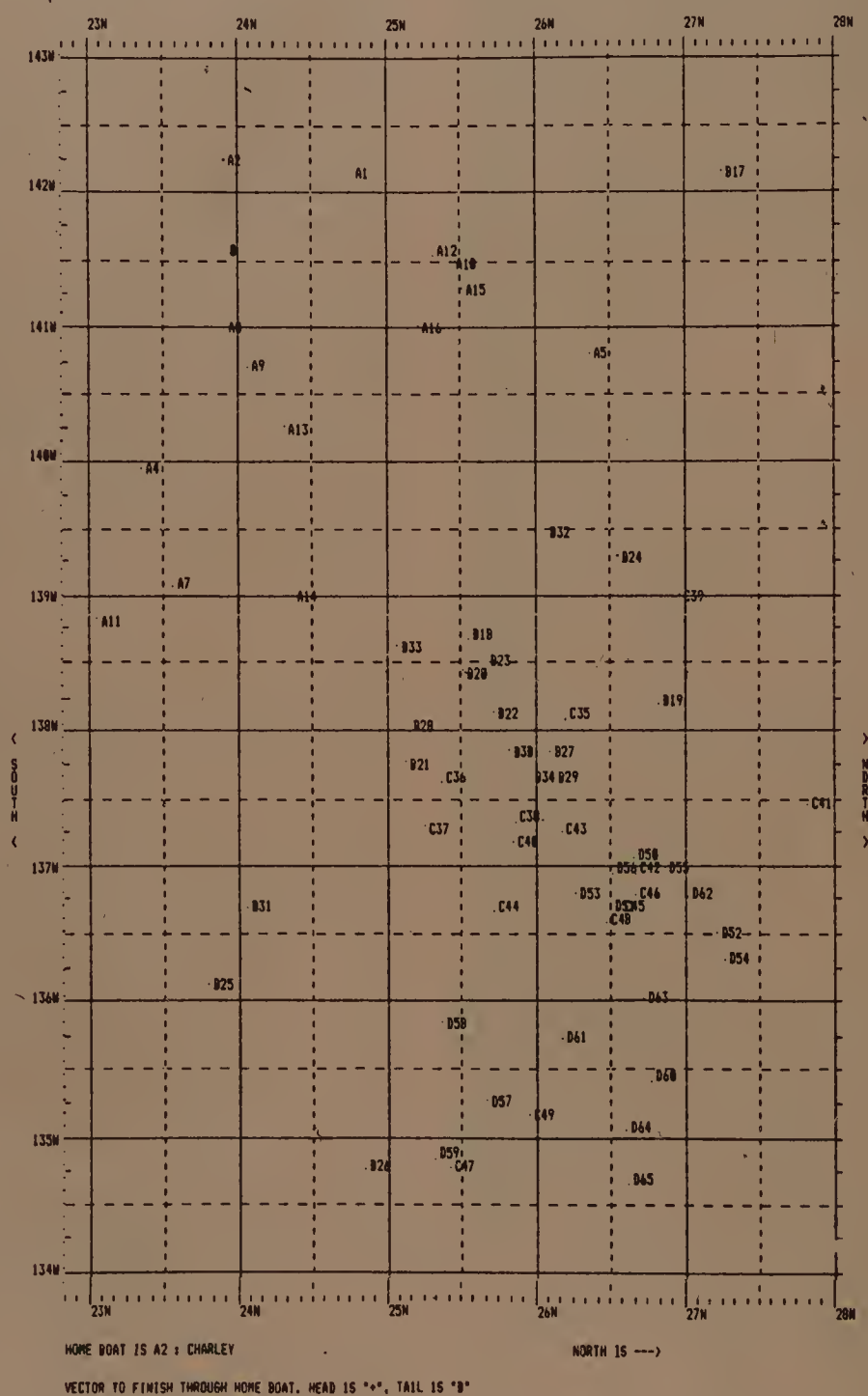
During this time it began to dawn on Stan that he could make a machine that would make his navigating duties easier and more comprehensive. Figuring out his location was relatively simple, given a good sextant and chronometer or any of the latest electronic devices such as Loran or SatNav. In a race, there were other questions that always needed answering as well. What's the best course? Should we cover the competition, and if we do, how expensive will that be relative to sailing the shortest course to the finish? How will different wind and tide conditions affect our course?

Rollcall analysis for one day of the TransPac.

Given a certain set of assumptions related to those questions and a pocket calculator, Stan could sit down and figure out an answer. It took a while, however, and there were few shortcuts to take. If one of the elements changed, he had to repeat the laborious process. "It didn't take long to get bored doing that," says Honey.

Enlisting the aid of some of his associates





performance, he could get a good idea of where the wind was on the course.

Stan and the others aboard *Charley* decided the best route was south of the rhumb line, where the extra distance sailed would be offset by greater wind velocity. They gritted their teeth the first few days when the boats to the north made better time, but eventually the strategy paid off. In one 24 hour period, from the morning of July 7th to July 8th, they made up 45 miles on *Merlin* and passed her to take the lead. The

Graphic presentation of Rolloff analysis. *Charley* is A2 at top of page. *Merlin* is A1.

latter was only 60 miles to the north at the time, but in less breeze.

The interface package helped the crew keep *Charley* going at top speed. This system continually monitors sailing performance. Instead of comparing *Charley* to a hypothetical boat with the same IOR numbers, which is a feature found in some other systems, Honey could check out how well they were doing based on their average speed in the same conditions at a previous time. (The

computer automatically filters out bogus conditions such as tacking, wind shifts, etc.) Using a percentage readout, the crew could instantly see if they were equaling their top speed or not. On the long ocean race out of view of competitors, this "fun meter" kept everyone pushing for that extra fraction of a knot.

Another important performance program was the one which gave the best course for optimum velocity-made-good (VMG) downwind. As Steve Taft, a veteran of many ocean races explains it: "You can be sailing along on a pretty broad reach in light air and feel you're not doing too well. The tendency is to head up and get your apparent wind and speed going. What we sometimes found, though, was that our VMG would go down when we did that, and we should have kept the lower course."

There is even a program which compares the performance of two different watches. Again using an average expressed in percentage, if the group sailing the boat reads a number less than 100 percent, they know they've been outsailed by the other watch. Honey advises using this program judiciously and in a light hearted manner. Otherwise, he warns, the computer may get thrown overboard!

After a while it became apparent to Stan's crewmates that his magic boxes were reliable and could be trusted. This became critical when, two days out of Honolulu, they could see *Merlin* a scant three miles astern. They knew they were in a drag race to the finish. Taft and Jon Andron, another *Drifter* veteran, took over the steering, and they relied heavily on the VMG readout. In the next 48 hours they worked out to a 30-mile lead and won the race.

It should be noted that even with all this whiz bang technology going for him, Stan was not leaving anything to chance. He took sun shots every couple of days and kept a dead reckoning log throughout the race. The last night before making landfall he took a five star shot just to make sure he was where the readouts told him he was. "I'm comfortable with electronics," he says, "but I also know the pitfalls. I wanted to know early on if something was going wrong so I could correct for it." Stan realized that the only way for the others to be enthusiastic about the computer was if it worked all the time and supplied useful information. It did and they were.

Honey's success with the *Charley* computer may not usher in a new era of marine electronics. Although the system is made to



resist water (part of the computer is sealed inside a blue box, not unlike one you'd use for fishing tackle) and draws less current than the compass light, it is quite expensive. The computer, printer and telecommunication packages cost \$5,000 each, and the interface package is another \$15,000. "It's not practical for the average ocean racing yacht," says Taft.

There is also the issue of who would be qualified to run the machines. Stan says at least two others onboard, owner Bushnell (the inventor of the video game "Pong" and founder of Atari) and foredeckman Chuck Hawley, were able to use it. To really get their \$25 grand out of it, however, a prospective buyer would probably want Honey along to make sure.

Currently Stan is tied up with a company he recently started called ETAK. The name refers to a Polynesian form of navigating and they're working out a commercial system for maritime use. A few orders for the *Charley* system have come in, both from IOR racers and from boats planning to compete in the next Around the World Race. Stan is holding off going into production for now. He's talked to Chuck Hawley about helping

"It's  
a pretty  
sophisticated  
system."

with that venture when the time is right. Chuck says he's interested. He adds that so far he's helped by asking dumb questions about the computer so Stan can amend the software to make it more user friendly. With his strong background in marine electronics, though, Hawley would make a good addition to the Honey system.

For Stan Honey, the *Charley* computer system has been an intellectual and engineering challenge. The TransPac win was the most positive feedback he could have received from it. He'd like to try using it in a series like the Admiral's Cup or the SORC, where there are many variables that need to be handled in a relatively short time. The speed of the computer would theoretically be an invaluable asset in generating a viable set of strategic options. Stan also knows that his magic boxes will never replace the sailing. "The readouts may tell us to head in one direction," he says, "but if I look up and see that we really have to go the other way to cover our competition, then that's exactly what we'll do!"

— latitude 38 — svC

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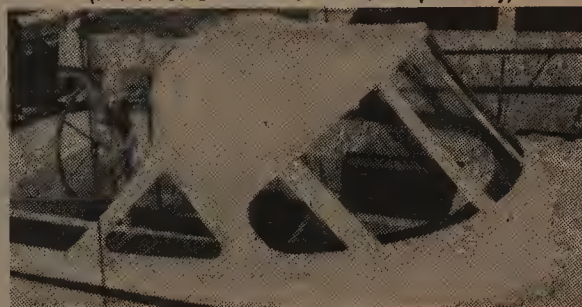
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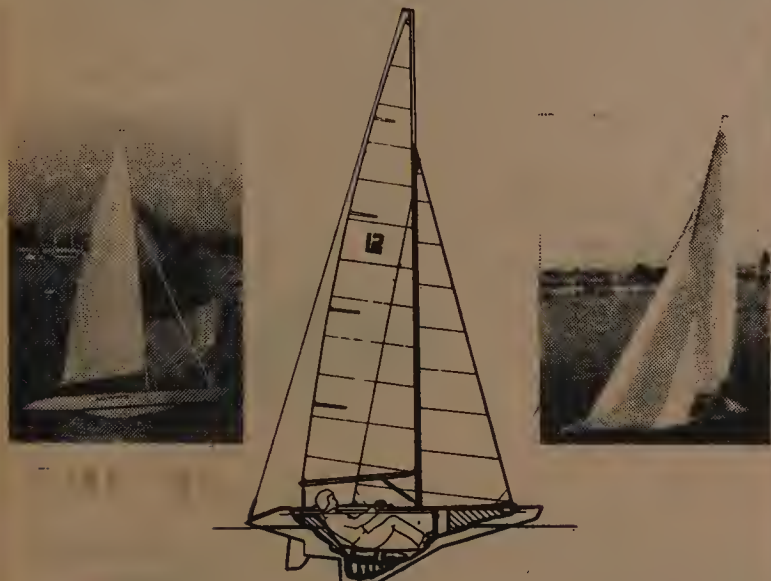
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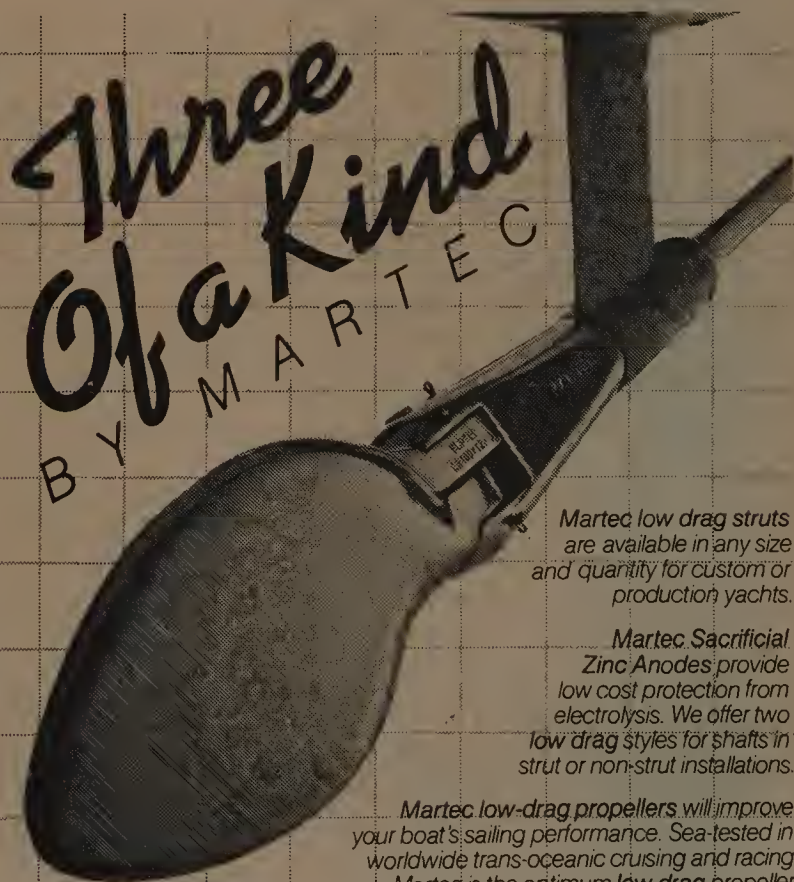
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# THE RACING

This month we take a look at the upcoming **Midwinters**, **New Boats**, the **Hawkfarm Nationals**, **Santa Cruz SCORE** racing, some news from abroad, **Women's Racing**, and next year's **Singlehanded TransPac**.

## MID-WINTERS

Now that summer is officially ended, it's time to get ready for the Bay's 'second session', or the midwinter races. Marked by varied wind and weather conditions, these races are opportune situations to try out new boats, new gear or new crew. They are also a good excuse to drink hot toddies and plan your ski vacations.

Below are listings of the series we've found

out about so far. A few notes about some of them: The Metropolitan (Oakland) YC series is the largest on the Bay, with several hundred boats competing on Saturday and Sunday. For you sailaholics, you can race one design one day and handicap the next. The MYCO series is held on the Berkeley Olympic Circle.

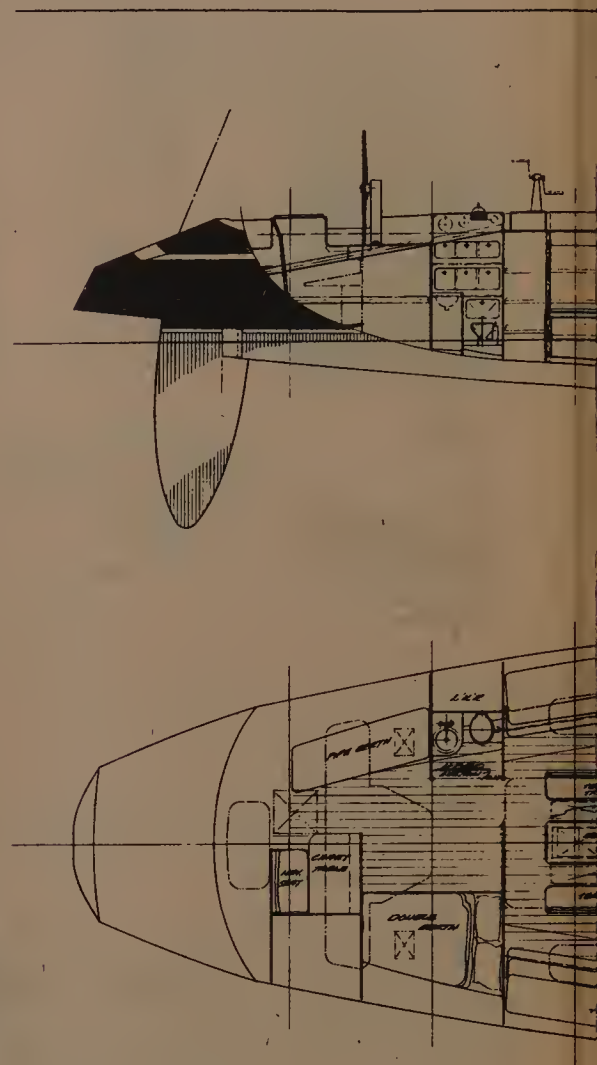
The Golden Gate YC series takes place off the San Francisco City Front and always has a strong IOR fleet. (The larger keel boats don't have enough water to race off Berke-

## KEEP IT SIMPLE

Just bought a boat at the show and dying to get in on the various Mid-Winter series that are just about to start? Great idea, as long as you have a basic grip on the racing rules.

Just picking up a USYRU rulebook and reading it can get pretty confusing, which is why William Cox came up with a sheet of "Simplified Right-of-Way Rules" for beginners. Follow these, and you'll get through the Mid-Winters without any problem.

1. When the booms are on different sides, *port tack keeps clear*.
  2. When booms are on the same side, *windward boat keeps clear*.
  3. *Overtaking boat keeps clear*.
  4. If right-of-way suddenly switches to you, give the other boat *time to respond* and *room to keep clear*. Don't hesitate to *hail a warning*.
  5. *Before you start*, don't luff another boat suddenly — only slowly.
  6. At the start, don't "barge". Means don't try to squeeze between a boat close to leeward of you and the Committee Boat (or any starting mark).
  7. If *recalled*, keep clear of all boats that start properly. You have no rights while returning to start until you are back on the "right" side of the starting line.
  8. *Don't tack or jibe too close*. (And if a boat is close behind you, don't tack around a mark unless clear to tack if the mark were not there).
  9. When you are *two boat lengths* from a turning mark or an obstruction or a finish mark, *give room* to all boats that have inside overlaps on you.
  10. When another boat tries to pass you to windward, you may luff him until he hails "Mast Abeam", at which moment you must stop luffing and bear off to your Proper Course for the next mark.
  11. If you are on a reach or a run when another boat *aims to pass you to leeward*, don't bear off below your Proper Course; and if the other boat overlaps you to leeward, keep clear of that boat's Proper Course by luffing as much as is necessary.
  12. You may make up for mistakenly touching a mark by *circling it* after rounding. If it is a starting mark, you must do your circle after you start. If a finish mark, circle it after crossing the finish line. While doing any such circle, you have *no rights*.
- Note: Even when you have right-of-way, it is your *duty to avoid collision*.



ley). The only drawback with this venue is the tidal river that often flows in and out the Golden Gate due to the winter rains. Makes for some interesting mark roundings.

The Richmond YC series is for small boats such as centerboard dinghies and keelboats like the Etchells 22 and Soling. Good for those who want to sharpen their tactical skills without the megabuck commitment of a bigger boat. They even have an El Toro contingent that competes inside the Richmond Harbor breakwater.

Here are the listings and numbers to call for information on registration:

Metropolitan YC — Nov. 12-13, Dec. 10-11, Jan. 14-15, Feb. 11-12. 771-9500.

Golden Gate YC — Nov. 6, Dec. 4, Jan. 8, Feb. 5, Mar. 5. 771-9500.

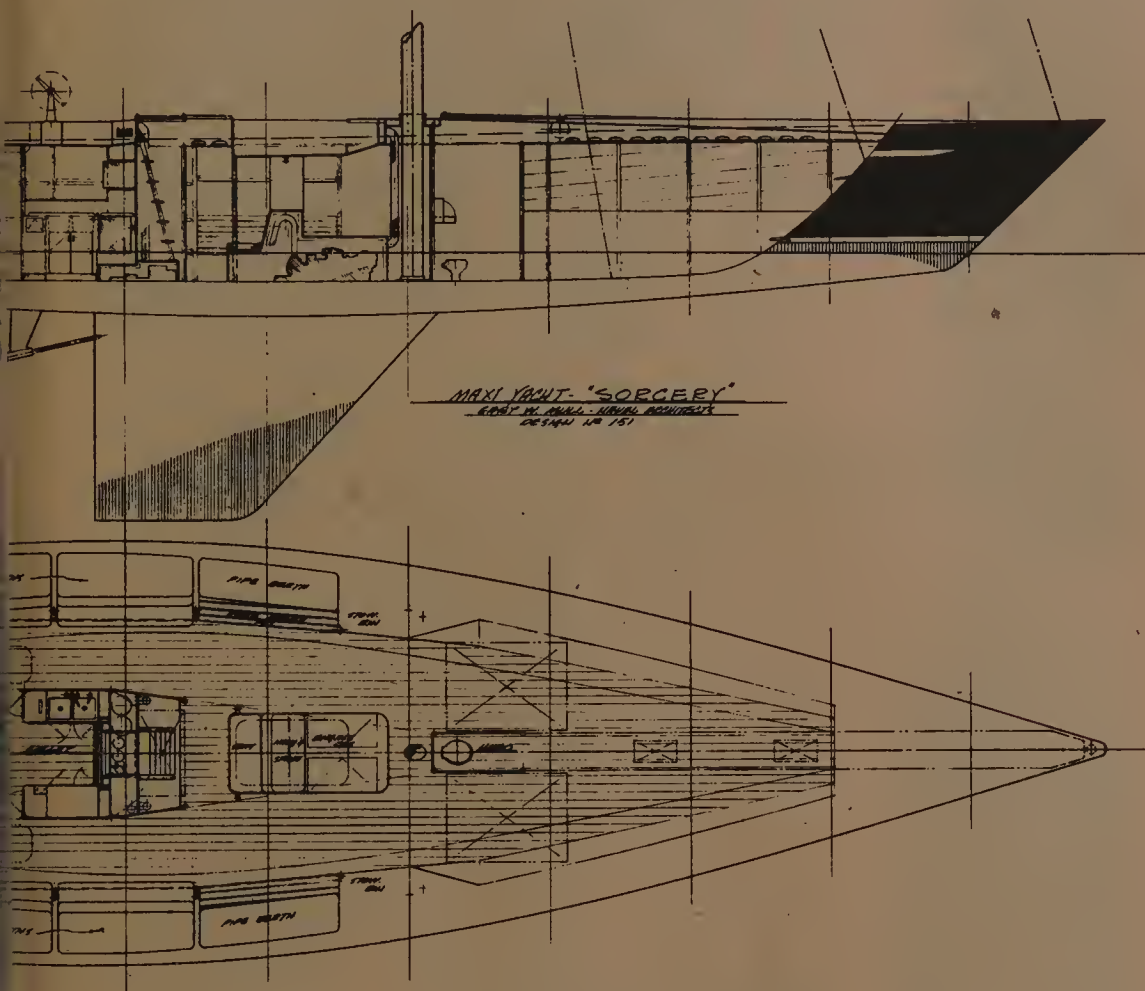
Corinthian YC — Nov. 19, Dec. 17, Jan. 21, Feb. 18-19. 331-8379.

Sausalito Cruising Club — Nov. 5, Dec. 3, Jan. 7, Feb. 4, Feb. 25, Mar. 3, Mar. 17. 332-9349.

Richmond YC — Nov. 27, Dec. 18, Jan. 29, Feb. 26. (707) 642-9870.

Sausalito YC — Nov. 5, Dec. 3, Jan. 7, Feb. 4, Mar. 3. 332-7400.





## NEW BOATS

Jake Wood's *Sorcery*.

Dock talk has it that there are several new boats in the works on the West Coast. Several are in the 'maxi boat' range, over 65 feet long and rating at or near 70.0 feet under the IOR system of measurement. We're constantly amazed at how much these large craft cost to build, equip and maintain on any kind of competitive schedule. It may be that we are seeing the real "Golden Age of Sail" taking place right now.

One boat of particular local interest is the Gary Mull-design *Sorcery*, which will measure over 82 feet and rate 70.0. Owner and builder is Jake Wood of Newbury Park in Southern California. Mull, based in Oakland, spent considerable time studying the current crop of maxis, such as *Kialoa* and *Condor*, to come up with *Sorcery*. As he himself admits, "with the number of obviously successful designs in this class, the stakes are quite high."

*Sorcery* is due for launching in October and is made of aluminum. It has an elliptical rudder rather than the rectilinear configura-

tion found on most IOR boats. Mull says the elliptical shape is more efficient in terms of lift/drag ratio. Another departure on *Sorcery* will be the direct line from the jib fairleads to the primary winches, eliminating the turning blocks. Mull feels this will reduce both friction and one more possible piece of equipment blowing up under the strain of 1,500 square feet of sail!

Also involved in the *Sorcery* project are navigator Ben Mitchell, one of the best in the world, and sailmaker Ed Lorence, who put together the successful *Camouflage* campaign in this year's Big Boat Series. The immediate goal for *Sorcery* is to compete in the 1984 SORC in Florida, after which the bright red sloop will join the trail of the world maxi boat circuit.

The success of Ron Holland's 67-ft *Charley* in the 1983 TransPac and the speculated promise of the Nelson/Marek 67-ft *Saga* (which broke her rudder on the way to Honolulu) has spawned much interest in the maxi ULDB market. Dave Fenix, who just

sold his 55-ft IOR machine *Bullfrog*, says he plans to take two years to put together such a boat. Meanwhile down south, San Diego's Geraghty Marine is already working on a 68-ft Nelson/Marek go-fast boat for Nick Frazee, who used to own the Frers 58 *Swiftsure*. This boat plus a pair of 55-ft "mini-Saga's" under construction, will be best suited for the Mexico races as well as TransPac.

Up north, we've heard that the fellow who started the ULDB craze, Bill Lee, is working on a 67-ft TransPac boat for a Hawaiian client. The latter's son is having a Santa Cruz 50 being built, presumably as a tune-up boat for his dad's boat. We understand the bigger craft will resemble a SC 50 more than the seminal *Merlin*.

But that's not all! There's a Farr 58 being built by Geraghty for an Italian client to race in the 1984 SORC, as well as several Nelson/Marek 41's in the works, including one for Dennis Conner. Geraghty is also working on more Frers 45's like *Camouflage* and hopes to do some work with the new design firm of Jim Pugh and John Reichel, both of whom were formally with Doug Peterson.

Back in Northern California, we've gotten word that Rod Holt of Apple Computers is having Santa Cruz's C&B Marine build him a 49-ft schooner, designed by Chuck Burns, for the 1984 Kauai TransPac. Holt won his class and finished fourth overall in 1982 with his Hans Christian 38 *Apple I*.

And even though it's not a new boat, it is new to the Bay: Bernd Gadow (of the Islander 36 *Aikane Pakele*) and John Shirley (former crew of the I 36 *Chimo*) have purchased the Lidgard 40 *Defiance*. The blue-hulled 30.0 rater was designed and built by the noted Lidgard family of Auckland, New Zealand. Completed last year, *Defiance* competed in the Clipper Cup. It should make its racing debut in October, although Bernd, who raced his I 36 without spinnaker, says they will definitely be out there just for the practice! Good luck, Bernd and John.



# THE RACING

## RACES PAST

### 1983 Hawkfarm Nationals

The Hawkfarm Class Association held their 1983 Nationals on September 9-11 with one ocean race and four Bay races. The racing, hosted by the San Francisco YC, was characterized by light to moderate winds, two to four-hour postponements waiting for the afternoon winds, water fights, bay swimming, suntan lotion and very tight competition.

Friday's ocean race was a beat in light winds up to the Golden Gate where a heavy flood kept the leaders waiting for the trailing boats to catch up. The preferred way through the Gate was to short tack close the north tower. At one time *Hotcakes* came to within 18 inches of the tower, but most boats only came within a boat length before tacking away. Four boats split to the south tower looking to pick up an early ebb. The boats short tacking out the Marin shore had quite a workout hugging the shore for half an hour, but ended up with the advantage and maintained a significant lead to the finish. *Cannonball* finished first and received the traditional case of beer followed by *Osprey* and then *El Gavilan*.

Saturday and Sunday races were Olympic courses on the Berkeley side of the Bay. While waiting for winds on Saturday, the crew of *Eclipse* instigated a water fight and a coalition of defenders returned in force to avenge themselves. After a two-hour postponement serious racing began. *Hotcakes* took the case of "Henry's" by winning race two followed by *Mercedes* and *Predator*. Race three was won by *Cannonball* with *Osprey* in second and *Hotcakes* third.

The first race on Sunday can best be described as confusing. Another two-hour postponement, shifting winds and a proliferation of inflatable orange marks due to heavy racing on the circle by other fleets made it difficult to determine which marks to round.

EDGAR BOLANOS



In the final results race four was thrown out. By the second race the race committee clarified mark locations and the race ran smoothly. *Osprey* received the "Henry's" for first followed closely by *Predator* and *Cannonball*.

The final results showed Rick Schuldt and his crew on *Cannonball* as the 1983 National Champs. An extremely close second (1¼ points behind) went to the *Osprey* syndicate of Perrin, Mulcare and Closner. Len Cheney's *Hotcakes*, winner in 1981 and '82, captured third.

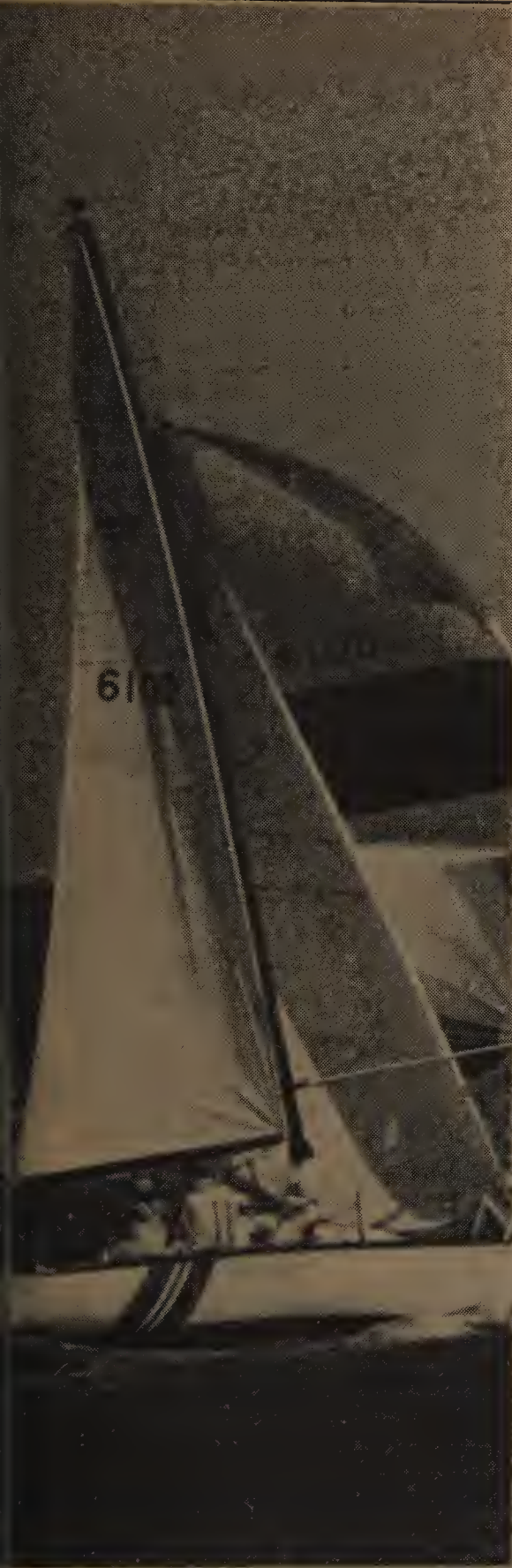
— steve body

Action at the Hawkfarm Nationals.

### SCORE

We haven't written about it before, but the Santa Cruz Ocean Racing Extravaganza has been happening for over a decade on Monterey Bay. Sponsored by the Santa Cruz YC, it's open ocean racing with an approximate 20-mile course that starts and finishes in Santa Cruz. Usually held the first weekend of the month, with four races in the spring





and four in the fall, upcoming SCORE races will be on October 2 and November 6.

Those who SCORE'd in September's race were: 1) Jeff Pearson, *Sweet Pea*, Express 27; 2) Junior Morgan, *Boojum*, Express 27; 3) Terry Alsberg, *Nemo*, Express 27; and 4) Jay Bennett, *Kabala*, Olson 30. First to finish: John Buchanan, *Daisy*, Santa Cruz 40.

### Short Notes

Mark Starratt, 18, from Palo Alto, easily won the 1983 Contender Nationals on August 6-7 at Los Angeles Harbor. Second

went to Al James of San Jose and fourth to Gil Woolley of Palo Alto. Starratt, who works for Pineapple Sails in Oakland, may be included in the USYRU Champion of Champions regatta this year and plans to attend the Contender Worlds in January, 1984 at Lake Macquarie, Australia.

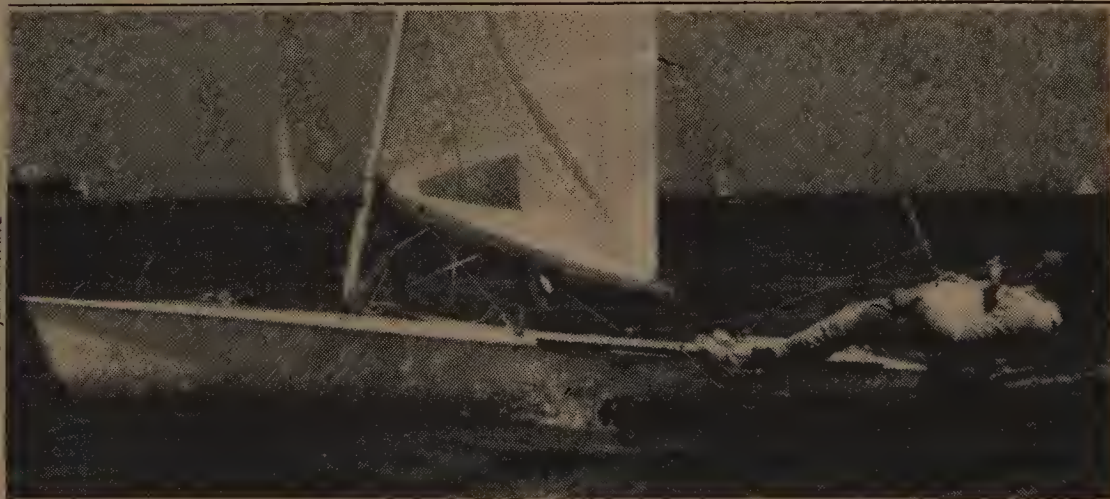
The brother/sister team of Bill and Sally Denhart from San Francisco took third overall in the 1983 Lido 14 class championships at Donner Lake on August 13-19. This was the highest placing ever by a Northern California entry in this event, topping the Denhart's 1981 fourth place finish. Trailing by 15 points going into the last race, the local pair looked like they might even win when the two leaders got sidetracked in a tacking duel. A wind shift squelched that hope, however. The next highest NorCal entry was Oakland's George Pedrick, who ended up ninth, followed by 13th place Chuck Vandeventer of Santa Rosa.

Sacramento's Chris Lewis, sailing *Millenium Falcon*, and Steve Rothermel, driving *Pegasus*, were third and fifth respec-

started 34 years ago, hit a low ebb this year. Lack of enthusiasm forced cancellation of the two-part contest, which recently has run from Coyote Point YC on the Peninsula to Island YC on the Oakland Estuary. At one point in time this was a big north-south race, with over 50 boats participating and featured a big Labor Day party and dance. The Coyote Point YC members are looking to revive the race next year.

In dinghy racing, two local sailors fared well in international racing recently. In early August, Richmond's Craig Healy travelled south to Long Beach and took a fifth in the pre-Olympic racing sailing the singlehanded Finn class. He was the top American in the 47-boat fleet. Belvedere's Gordon Clute placed third in Lasers at the August 20-26 CORK (Canadian Olympic Regatta at Kingston) Week. He too was the top American, but had a fleet of 152 entries to contend with.

Mark Starratt in action at the Contender Nationals.



COURTESY OF JERRY WHITE

tively at the Santana 525 Nationals off Long Beach on August 20-21. Don Brown, from nearby Folsom Lake, also travelled south, ending up seventh in the Capri 25 Western Nationals off Redondo Beach over the Labor Day weekend.

The September 4-5 Barth Regatta, which

Tiburon Yacht Club completed its 1983 racing season with an overall championship. Participants had to place in the top three of the club's summer races, including the Friday night series, a women's series, the H.O. Lind and Behrans contests and several special races. Top finishers in the overall Torn-



# THE RACING

berg Race were Lon Woodrum in *Hooligan*, first; Doug Pirie in *Amazing Grace*, second; and Joe Starritt in *Leading Edge*, third.

## Transat En Double

New records: 53 starters, 20 withdrawals, two sinkings, and one man overboard in the Transat En Double doublehanded multihull race, 6,000 miles from France to Bermuda and back — nonstop. It proved to be a real battle between two huge tri's and two huge catamarans.

*Jet Services*, at one time recorded a 24-hour run of 410 miles, averaging 27 knots. That's reported to be a record for any sailing vessel.

Though finishing right up with the leaders, *Jet Services* had to stop in Spain during the race for repairs and had dropped to 46th place. It was her undoing, allowing *Charente Maritime* to take it all with two dinghy sailors.

## Farr-ther Out

New Zealander/Annapolis based designer Bruce Farr continues to stay radical with his 1983 European Lake Cup winner *Opni*. Last year's top two boats, *Grifo* and *Farr-neticante*, both had Aussie 18-type racks on which their crews hung by trapeze wires for stability. The racks were outlawed for 1983, so Farr built a set of exaggerated side decks, or 'wings' from which the sailors could perch. The 35-foot *Opni* topped 230 competitors for the Lake Cup and created quite a bit of interest in doing so.

# WOMEN'S RACING

## Ladies Day

The popular Ladies Day Racing returned to the Santa Cruz YC on September 18th, featuring three SCYC teams and a 'guest' boat from the Richmond YC that was not eligible for the trophy.

The racing was done in Santa Cruz 27's,

and the "all-stars", including Ruth Tara, Suzy Snyder, and Rainy Bassano took honors with *Kurtzwielle*. Second was *Duet*, with Debbie Gross at the helm; third was *Medusa* with Barbara Booth.

It was a tight race and near the end the crew of *Duet*, in desperation, pulled off their shirts and whipped out their 'secret weapons'. Each was equipped with a 40DD bra, which they held aloft in hopes of catching enough wind to make a difference. It wasn't enough, saving the race committee from having to deal with what might have been a thorny protest.

You meet all kinds racing midwinters.

The Santa Cruz YC hopes to hold the Ladies Day twice a year, and in an effort to attract additional entries, it will no longer be one-design racing.

## WRA

Here is the scoop on the Women's Racing Association (WRA) Membership Kickoff. It will be held Friday evening, November 11 at the Golden Gate Yacht Club, starting at 7:00 p.m. The \$5 admission is to cover our ex-

LATITUDE 38/RICHARD







## SOLO TRANSPAC

According to Rita Gardner, who is handling registration for next year's Single-handed TransPac, over 50 sailors have inquired about the race and 30 have already paid \$10 to receive their race information packet. The full entry fee isn't due until February, but it would appear that there will be a healthy fleet on the line when the gun goes off on June 16th.

One contestant who's definitely going to be there is Frank Dinsmore, who had to retire from the 1982 race with a broken boom in Honolulu. That left him some 120 miles short of the finish line at Hanalei Bay, Kauai. Frank's Olson 30 *Francis Who?* is ready to go right now, he reports, except for the addition of a SatNav, which will be allowed in next year's race.

Singlehanded ocean racing has been suffering a bit in the past few years. The 1982 race to Kauai had only 18 entries. In the San Francisco Bay area, two groups have been competing for the solo sailor's attention, which may have contributed to the drop off in participation. Dinsmore, president of the Association of Single Handers (ASH), reports there is some positive news, however. His group and the Singlehanded Sailing Society (SSS) want to bury the hatchet and work together to promote their sport. These two groups, which split several years ago due to internal problems, now plan to merge their efforts. The net result will be more opportunities for singlehanders to compete in organized racing. The exact details have yet to be worked out, but both Dinsmore and SSS Commodore Gene Haynes are in agreement that it's time to get together.

Meanwhile, if you want to find out more about the SSS race to Kauai, which will be co-sponsored by the Oakland and Hanalei yacht clubs, write to SSS, P.O. Box 238, Richmond, California 94807.

penses. There will be hors d'oeuvre and a no host bar.

This meeting is to introduce WRA to the Bay Area and is open to everyone (but earmarked for women). We are in the process of contacting some of the best local female sailors to be there to meet the women on our mailing list, plus all interested supporters. It's essentially a party, a chance to meet and talk with other women sailors in a relaxed atmosphere.

We'll also have information on our Winter Series starting in January with other races in February, March and April and the Fall 1984

Series. In addition, we'll be gathering names for a crew list that will be available to our membership.

There is a way to sidestep the \$5 admission fee. If someone wants to join WRA and can have their membership form postmarked by November 1 with a \$20 check, they'll get in free. If someone wants to join WRA at the door, they will pay the regular membership fee of \$25 but will also get in free.

For a membership form or more information give me a call at 282-7912 or contact Jill DeMarchis, 365-7306.

— glenda carroll



# CHANGES

This month Changes in Latitudes features reports from the **Cabo San Lucas Survivors** party in Pender Harbor; **Tavarua** in Golfito, Costa Rica; **Volante** in San Diego; **Doc Schmidt** on Lake Winnebago; **Ram** at Atuona, Hiva Oa; **Commodore Tompkins** in Bora Bora; **Bob LeFevre** in Cleveland; **Unicorn** in Santa Barbara; **Ron Denner** in San Diego; **Wandering Star** in Hanalei Bay, Kauai; **Swan** in Vava'u, Tonga; and **Lynn Nakkim** in Honolulu.

## **Cabo Survivor's Party Pender Harbor, British Columbia**

Losing *Sea Wren*, our Tayana 37, in the Cabo catastrophe last December 8th didn't stop us from going ahead with our plans to cruise the San Juan Islands and the Strait of Georgia in British Columbia this summer. We plan to replace the Tayana with a soft-chined steel-hulled sailboat in the 36-ft range, but in the meantime are continuing the cruising life in a trailerable 22-ft power boat.

Arriving in the Puget Sound area, we hooked up with Keith and Jan Wiggers, who had crewed on *Jolina*, the ferro-cement cutter from La Conner, Washington, which survived the Cabo storm by motorsailing out to sea. The four of us had a good time fishing and diving in the protected waters of the Sound, venturing on up into the Strait of Georgia and Malapina Strait.

On September 3rd the northern chapter of the Cabo Survivors Club met at the home of Glen and Sue Welsh in Pender Harbor, British Columbia. The Welshs cruised Mexico last winter aboard *Tin Lizzie*, homeported in Vancouver, but stored for the summer in Puerto Escondido. The Bay Area was represented by Vince and Nancy Shubat (*Sojourner*, Los Gatos), and Chuck and Anna Cagle (*Tinette*, Sausalito).

Dave and Olive Adams, whose *Gypsy Magic* was lost on the beach at Cabo, sailed into Pender Harbor in their new Spencer 44, named *Meridian Passage*. So did Al and Fern Deroninck on *Asterix* (Victoria, B.C.). *Asterix* sailed out to sea and survived the Cabo storm. *June Eight*, another Canadian boat which sailed out of Cabo during the December 8th storm, was represented by owners Therese and Ben, the guy who broke his leg sailing out. Canadians Betty Bowers from the Bristol Channel cutter *Vagabundo*, and Jim from the Westsail 32 *Little Bear*, also attended the party. *Vagabundo* is in storage in La Paz, all fixed up and ready for another winter's cruise in Mexico.

Our plans for the future include October in

the Channel Islands, which are still our favorite cruising grounds for diving, and attending the Pacific Marine Supply party in San Diego. After that we plan to trailer the boat down to Cabo for the winter. Our motorhome goes to weather at 55 mph, making for fast and easy transits. Maybe this year we'll actually get to spend Christmas in Mexico.

— jerry and gail sieren of sea wren

*Editor's note:* Anna Cagle of *Tinette* reported the following special awards were given to highlight the party which included:

*Stacy Wilson* — One plastic glove for the singlehandler.

*Little Bear* — A toy truck for longest distance trucked.

*Sea Wren* — Brochures on R.V. travelling (a new mode of travel after losing their boat in Cabo).

*Vagabundo* — A bag of Canadian sand for their boat which is in dry dock in La Paz.

*June 8* — Bubbles for travelling with a child.

*Gypsy Magic* — Balloons for keeping their dream afloat. (They lost their boat in Cabo and have since bought another).

*Asterex II* — A tube of glue for sticking to the job of sailing north to Canada.

*Sundance Kid* — A party favor for the most unusual party at the crossing of the Equator. (It seems that two boats had to be found on radar when partying on the third boat).

*Tinette* — A can of tuna for further lowering of their waterline.

*Tin Lizzy* — A bottle of champagne for the only marriage we heard of upon returning home.

## **Tavarua — Downeast 32 Rex and Joan Allen Golfito, Costa Rica (San Francisco)**

Recently I was fortunate to obtain a copy of *Latitude 38*. I was amazed to see how



Cabo survivors, from left: Nancy Shubat, Jerry Sieren, Vince Shubat, and Gail Sieren.

your little magazine has grown since we left that area.

I really enjoy reading all the gossip and articles of the sailing crowd. Being a strict cruiser, I scan the racing items and look for all the cruising news.

We sailed our yacht *Tavarua* out of San Francisco harbor in July of 1979 with our "shake-down" cruise to Kauai, Hawaii. My wife, Joan and I liked it so well we just kept on going. We ended up crossing from Kauai to Fremantle, West Australia, in 1980 via Fanning Island, American Samoa, Tonga, Fiji, Vanuatu, and then to Cairns, Queensland, Australia — then up through the Great Barrier Reef to Thursday Island and across the Gulf of Carpentaria to Darwin.





painted the bottom, and then cruised the intra-coastal waterway to Miami.

In February 1983, we left Miami and sailed to the Bahamas, working our way south while exploring the cays. Our next hop was to Port Antonio, Jamaica, and from there on to Panama and the Canal. We left Balboa at the end of May and then to the Perlas Islands, Panama.

This brings us to our present position here at Golfito, Costa Rica, anchored off Captain Tom's place.

We have done all this in our 32-ft Down-easter and we couldn't have chosen a better boat. We are also thankful for the Pathfinder windvane which I obtained from Bill Paulsen in San Rafael. This self-steering vane has worked faithfully across three oceans with very minimal repair.

We are hoping to complete our circumnavigation sometime in 1984, and will try to keep in touch with *Latitude 38*.

Please give our regards to all our friends in the Bay area.

— rex and joan allen

*Rex and Joan — You think our little magazine has grown? Well it certainly pales in comparison to your shakedown cruise. We hope you'll stop by our offices when you return in 1984.*

## **Volante — 42-ft Wayland sloop Al and Peg Blair and Chrissy San Diego (Sausalito)**

Delinquent documentation. The U.S. Customs confiscated our yacht document this spring in San Diego, and we've only recently been able to write about it after it all got cleared up.

It all started with a letter from the U.S. Coast Guard that informed us that we were supposed to turn over our document to the Coast Guard at our first United States port for reinstatement. (It had expired during the more than two years the vessel was out of the United States, and we had verified that it

Leaving La Reunion, we sailed around the southern tip of Madagascar crossing the sometimes treacherous Mozambique current and arrived in Durban, South Africa on November 6, 1981. It also happened to be our 41st wedding anniversary. What a wonderful present!

We waited until our daughter, Pam, joined us in January 1982 before attempting "The Cape of Storms" around to Capetown.

February 14, 1982, we sailed out of Capetown for the island of St. Helena, Napoleon's last place of exile and death. From Jamestown, St. Helena to Fortaleza, Brazil, under ideal sailing conditions. Next, it was on to Barbados, then Martinique, Iles des Saintes at the tip of Guadelupe.

After a short stay at St. Thomas, Virgin Islands, we left for Chesapeake Bay and arrived at Hampton Roads, Virginia May 26th, 1982. We hauled *Tavarua* out, cleaned and

At Darwin, we were notified of the approaching cyclone season and so we headed down along the northwest coast of Australia. After 35 days of beating against wind and current, we arrived at the Fremantle Sailing Club and received royal welcome. It seems that very few foreign yachts visit this part of Australia.

In May of 1981, we were invited to join the Fremantle Sailing Club's first international yacht race from Fremantle to Bali and we accepted the invitation as we felt deeply honored. It was our first experience at any type of ocean racing, and even though we finished far down the list, we thrilled at every minute of the passage. (Fifteen days for us.)

After spending a month touring Bali, we headed out for Christmas Island (Indian Ocean) and then on to the Cocos-Keelings. From there to Rodrigues, Mauritius, and La Reunion, all in the Mascarene group.



could not be renewed until we brought it back to the States).

Unfortunately, Customs pinched the document first, then scolded Al over the phone for letting the document expire. Finally they threatened to levy a fine of \$500 a day until we could get it back. The fine never did materialize, however.

I picked up the expired document from the Customs Office, and under their direction took it directly to the San Diego Coast Guard Marine Safety Office. The officers there allowed that they didn't know of any reason why Customs should have taken our document in the first place. The San Diego CG's noted that they couldn't renew our document anyway; since we're from Alameda, it would have to be done up there. They suggested we mail it to Government Island. No way! We weren't willing to let the paper out of our sight again.

So Al flew up to San Francisco and then drove to Alameda with it. There the Coast Guard — like Customs had done — separated Al from the document. More to his concern is that the boat was separated from the document, and without that piece of paper it is not supposed to operate. He was not offered a receipt or photocopy of the document to keep aboard while the Coast Guard kept the real one. We later realized he should have had a photocopy made before he visited the Coast Guard.

When he asked about operating our boat without a document, the Coast Guard personnel gave him the North American version of "no problema".

But yes, it was a "problema". Like any novel, this story ends where it began, at the cop dock in San Diego. Needing a berth for a few days at the police dock, the second question they asked us after "Do you have cash?", was "Can you prove ownership of the boat?" Nope. Not until the Coast Guard gave us our document back which would take about two weeks.

We kept our cool, though. We were also lucky we had just checked in that week and



Burning coconut husks fuel the Bora Bora power plant.

could recite by heart all the info we'd filled out on the forms for them again — with no peeking. So they let us rent a slip with only a teeny bit of scolding. Anticipating more of the same trouble if we went to any other Southern California port, we decided to stay put until the document arrived.

And finally it did arrive, and our paranoia has subsided. Keeping cool may have been the biggest lesson we learned being in the tropics.

Those cruising south of the border this winter may want to write down the telephone number of Air-Evac International, Inc., an airborne intensive care outfit that services Mexican resort areas. Besides the Coast Guard, major hotels in Mexico, U.S. Embassies and Consulates, are all aware of the service and can help contact them. Air-Evac recently brought out a boat owner who had suffered third degree burns after his boat caught fire south of La Paz. The service would also be helpful for people suffering cerebral stroke, major trauma, or heart problems.

There are two emergency numbers for Baja and the west coast of Mexico: (619) 278-3822 or (713) 880-9767. Ham, VHF, or SSB radio's can relay messages 24 hours a day.

The service is expensive, about \$7,500 or \$8,500 from San Jose del Cabo to San Diego. But in a life and death situation it would be worth it. A representative of Air-Evac suggested that candidates for the service might have a rider added to their in-

surance policy to cover the cost.

— peggy blair

## **Catalina 22 "Doc" Schmidt Lake Winnebago, Wisconsin (Alameda)**

This missive is in conjunction with your great article on the Catalina 22 in Volume 27, June. I've just returned from my vacation in Wisconsin, a most enjoyable trip during which I had the extreme pleasure of really sailing a Catalina 22. The boat belonged to my son Dick, who after an introduction to sailing here on the Bay bought one for his wife's birthday present. [Editor's note: Very shrewd move, Dick].

We had planned an extended trip through the locks of the Fox River to Green Bay and then onto Lake Michigan. However the locks are now in questionable repair due to a lack of funds to operate them. So rather than head to the big lake and possibly get "locked-out" from our home port of Neenah, we stayed on Lake Winnebago.

The lake is 28.5 miles long and 10.5 miles wide, has a maximum depth of only 21 feet in a ripply sand bottom. The shallow water allows the lake to warm up rapidly in the summer however, and the swimming is marvelous.

Sailing on Lake Winnebago you learn to change sails in a hurry. Oh yeah! I learned that a flasher isn't a guy who exposed himself to ladies, but is rather a small spinnaker. Because of the shallow water the surface conditions can change rapidly, too. You can be having a spinnaker run over millpond-like conditions one minute and have to have the



LATITUDE 38/RICHARD



A guide is needed to the South Pacific, a sailing surfer's guide. The break at Lahaina.

storm jib to crash through chop the next. One day we changed from genny, to storm jib, to spinnaker in just an hour and a half.

Our trip started when my son, Dick, my brother, Ken, and myself sailed out of Menasha over to High Cliff. After a couple of beers and a nice swim we sailed wing on wing all the way for Calumet Harbor. There we met Ken and Dick's wives, who had driven over to have dinner with us mariners. Imagine a four-course meal of frog legs (12 of them) for just \$6.25 — and the drinks weren't watered down, either.

The women drove home after dinner while we went for a moonlight sail. At 10 p.m. it was 76 degrees under a full moon and light winds. That was a sail I'll never forget. The beauty of the moon on the water and all the silhouettes against the sky was something special.

After a trip to Fon du Lac and back my daughter-in-law and grandson came for a sail. Both did a good job of sailing, and this is just their first year!

Yes, I learned more about my home state and its people just sailing the Catalina with a crew of us Schmidts. The Catalina 22? A great family boat with lots of room and comfort, and it handles great.

— "doc" schmidt

## Ram — Cal 2-27

**Kim and Robert Milligan**  
**Atuona, Hiva Oa, Marquesas**  
**(Sea Ranch, California)**

Here in the harbor at Atuona we are happily passing around your June and July issues, provided by the Canadian yacht *Egress*. We have been enjoying spectacular cruising aboard our Cal 2-27 here in the Marquesas since mid-June after a slow and easy passage from Puerto Vallarta. Can't say enough about how wonderfully hospitable the Marquesan people have been and how incredibly beautiful their islands are. This really can be paradise.

To business: Noticed a request for a yachties French dictionary from one of your

readers. We have aboard the book *Landfalls of Paradise* by Earl Hinz which contains a tri-language (English, French and Spanish) dictionary in its appendices. *Landfalls* is a pretty good dream book as it contains many pictures and a brief overview of most of the South Pacific island groups, but it lacks specific information about anchorages and supplies available. A thorough cruising guide for this area would certainly find a ready market, but then again part of the fun of cruising is the challenge of figuring out each new anchorage.

Fair winds!

— kim and robert milligan

## Delivery from New Zealand 'Commodore' Tompkins Bora Bora

Al Mitchell, who you should perhaps interview, sent me "my" copies of your rag, which was most welcome!

I was delighted by your lay-out — it seemed to me to capture most accurately the flavor of the discussions as I recalled them, and although I read them twice, I was unable to find exception: I thought your editing both delicate and thoughtful. Good work!

Of course I realize that the SC 50, Lapworth 40, and centerboard enthusiasts will probably put sugar in the fuel of all cars parked in front of my home, but that's life!

Paradise is pretty much as advertised, although it is visibly changed here in the three years since the *Zamazaan* trip. More hotels,

more cars, more people, yachts, garbage, lights, and noise. Papeete's already a dump, so it's not too noticeable there, although I daresay the blight must be creeping along at the edge of town anyway.

Bora Bora and Moorea however are pretty startling, and I guess that things have only begun, and that they will accelerate rather than slow down. Good hotels in Bora Bora and Moorea go for \$145/night. Taxis in Papeete rent for \$7.50/hour. Limes, if you can find them, are \$1 each, as are the (now) rare and delicious pamplemoos, despite their much greater size.

There were 90 yachts in the Papeete/Moorea area when we left. We did not see a lot of storm damage in Papeete — it is reported to be extensive on the eastern coast, however. Winds during the last cyclone at Bora Bora were said to be about 70 to 80 mph. Some yachts rode it out here on Hotel Oa Oa's mooring with no problem! Oa Oa is a small hotel which welcomes "yachties" (Ugh! What a hateful word!) with water which is in short supply (you get 30 gallons a day, free), hot showers, free moorings of which there ate three this year and should be six next year. One must pay for the meals, but they are quite good — the cost is comparable to Marin County.

I am bringing *Firecracker*, a Farr 38 home to San Francisco rather than leaving it here, and expect to arrive between Thanksgiving and New Years, which means a definitive cruise of Polynesia before we depart. My delivery with the Farr 55 *Cotton Blossom* from New Zealand to California has dissolved; the boat is now reported to be for sale in Auckland.



# CHANGES

New Zealand was cold but hospitable. We spent three weeks getting the boat ready enough to leave, then hightailed it, between tempests, for Tonga and the tropics. Nuku'alofa has no good anchorages, but Northern Tonga is gorgeous. Unfortunately the owner was anxious to get moving on, so we only stayed in Vava'u for three days before making a 14-day, 1300-mile slog direct to Papeete.

The seven days in Papeete were well spent drying out, which was followed by three days in Moorea and a week in Bora Bora. The weather was brilliant, scenery the same, the colors are extravagant. The boat is great, but a little small to be ideal. All in all it's been a great time so far.

Somebody should do a collection of stories on how social relations disintegrate after the run from the Galapagos/Central America to the Marquesas or Tahiti! Some tales are entertaining, some sad, some bizarre, but all enlightening. It would require a fine touch, but would be very constructive. It know it sounds like a bummer, but, it is the realistic other side of all that romanticism.

I look forward to my return. San Francisco is also paradisaical, and the contrast between the two paradises is complementary and exciting!

— commodore tompkins

*Commodore was the subject of a Latitude 38 Interview in Volumes 73 and 74.*

**Blue Sky — Mason 43**  
**Bob LeFevre**  
**Cleveland, Ohio**  
**(Modesto)**

I am writing this on a page from an old *Latitude 38* as I travel on the Rapid Transit from the airport in Cleveland to the Cleveland Clinic to see my father in the hospital. The roadbed for the train has deteriorated significantly over the last ten years, but if you're into hedonistic vibrations, I think I have discovered a new Mecca.

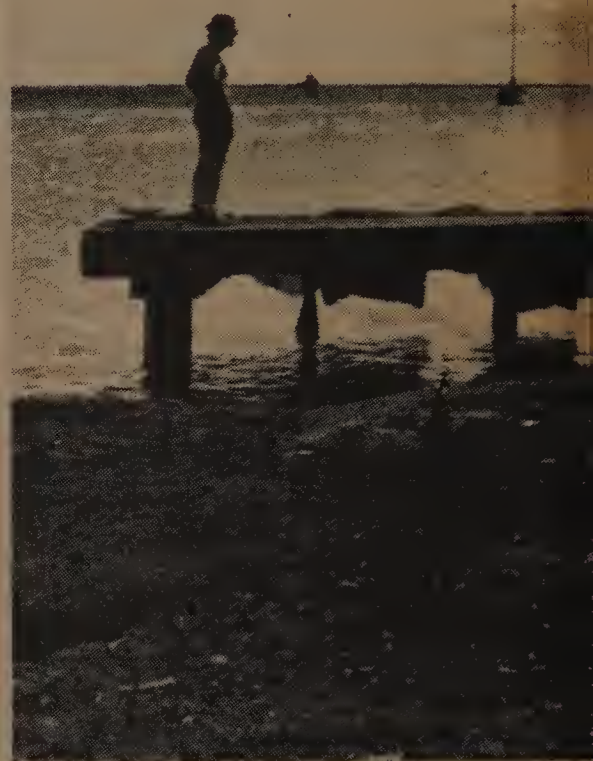
*Latitude 38* has always added a soothing element of insanity to the otherwise crazy adventures of last year! The *Blue Sky* update for August 1983: Mike and Michelle Lawton travelled with me from La Paz to Boston, Massachusetts, providing a continual source of support even if I could not always understand their Kiwinese. Cousin Cy left in La Paz, but I was fortunate to get a replacement in the form of a gorgeous lady from Scotland — Mary Donaldson.

Our travels included stops at Isla Jususita and Golfito in Costa Rica, Bahia Honda in Panama (a harbor within a harbor with many natural pools for bathing flowing from magnificent waterfalls). The Panama Canal transit was smooth and our pilot kept us ahead of schedule so we could swim.



Michelle Lawton of *Blue Sky* cools off in the Gulf of California.

LATITUDE 38/RICHARD



With our six and a half foot draft, it was good to leave Florida for the beauty of New England. Cruising around Buzzards Bay, Cape Code, and Boston has captivated us.

*Blue Sky* will spend the winter in Boston. I will be returning to Modesto soon, hoping to sail in San Francisco as much as possible. In May of 1984 I will return to Boston to ready *Blue Sky* for the last leg of her journey to Nova Scotia. Soon I will be submitting ads looking for people to join in this three-month adventure.

— bob lefevre

**Unicorn — Kendall 32**  
**John Burnett and Carol**  
**Bound for Cabo and Pacific**  
**(San Francisco)**

A Santa Barbara update. The docks at the marina are, as you reported, in sorry shape. The *Unicorn* arrived at 0350 after the 57-hour outside sleighride down the coast. While the local pistol packing constabulary alleged there were no slips, they did let us

LATITUDE 38/RICHARD





A Columbia 45 loads up at the vessel loading zone at Oahu's Keehi Lagoon.

stay until daybreak (and subsequently for two more days). But we were eager to get out to the anchorage east of Stearn's Wharf for each night in the slip was a terror — with the swells from Hurricane Kiki, we watched and heard the cement piers crumble.

The anchorage has good holding ground but with an ebb tide, the swells get a little snarly, reminding us of spending the night in the lee of Angel Island.

The town: A mellow place after Marin. Across the tracks on State Street there is Chico's. Happy hour from 4-7, a laid-back meeting place where the pu-pus are non-stop. They even announce "last call" for final-final of happy hour. Great margaritas for \$2, a buck a beer and the best free food in town.

Then back toward the docks is the Californian Hotel, an open-air saloon with live jazz, great atmosphere and good people. Bring in the Sunday paper, buy a Bloody Mary and

sit and listen.

Folks are fascinated by cruisers and it behooves sailing people to let others know you are on this perilous adventure across the sea.

One other item: After the trip down the coast, the train station is nearby for crew who must leave, voluntarily or otherwise. Amtrak is only \$5 more than the bus back to the Bay area and the train leaves twice daily — 1235 a.m. and 11 p.m. something.

A personal note if we may — a sincere thanks to Rich at West Marine and his crew, Mike at Anchorage Marine, Boswell Bob and Mildred on the *Liberty*, the good people (Karl, Hans, Paul) at Scanmar, Jim at West Coast Cash and Carry in Richmond (cruisers! call him and tell him that you heard from John's Carol of the *Unicorn* and that you want to provision for your cruise — he'll give you wholesale and below prices — telephone 525-FOOD) and others.

If we get anymore information that will make cruising even better for those who follow, we'll pass it along in these pages.

—john and carol

Folks headed south: With Santa Barbara's guest slips out of action, there are several alternatives. If anchoring out is what you like, you can drop your hook in sand off the Goleta Pier. There's a Scotch 'n Sirloin at the base of the pier that has live music at night, beautiful downtown Goleta is only a mile or so away, and the airport is even closer. This anchorage is directly off the UCSB campus, which means 1) surf, and 2) nice scenery on the beaches.

For folks who anchor off Stearn's Wharf: Anchoring fore and aft facing the swells is most comfortable. Good places in town are Rosa's Cantina on Haley Street, Joe's on State Street, and Thursday (punk) nights at Pepper's. Oh boy!

A word of caution: you don't want to be anchored off Goleta or Stearn's Wharf in a southeasterly blow, and they roll around now and again in the fall and winter. So for safety's sake, perhaps your best bet is down the road 25 miles at Ventura. They've got tons of guest slips open, and until October 31 they are going for a ridiculous 15 cents/foot per night. That's about \$6 a night for a 40-footer, by far the best deal in Southern California. Price goes up to 35 cents a foot in November. Don't enter this harbor during high seas, and certainly don't enter it at night unless you know it well; it's been a killer.

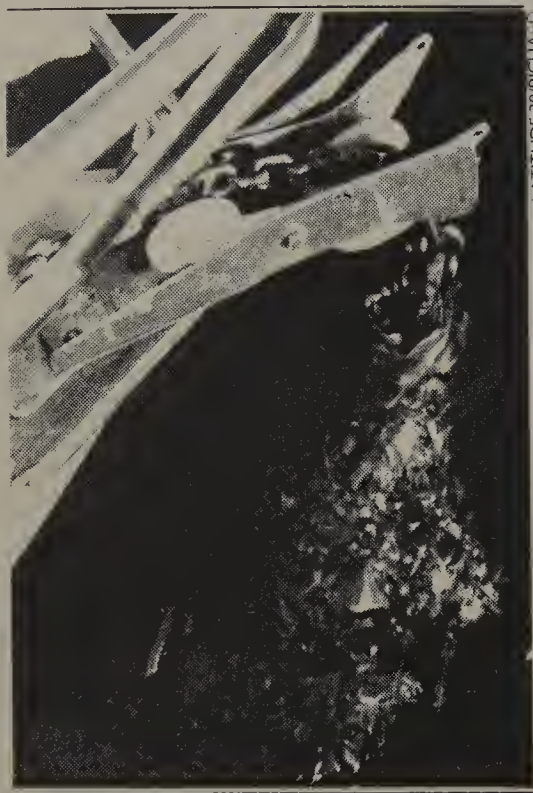
## Gammaglobulin and Hepatitis Roy Denner San Diego

Hepatitis has become possibly the most commonly contracted disease by travellers into tropical countries. Hepatitis can be prevented by a simple injection of two ml of gammaglobulin which lasts for six months. Here in Puerto Vallarta a vial of gammaglobulin costs 212 pesos — about \$1.50 U.S. So for about \$3 per year the tropical traveller can forget about the implications of hepatitis — but nobody does it!

Since my siege with hepatitis, I have



# CHANGES



LATITUDE 38/RICHARD

Hoisting kelp is always a good possibility in the Santa Barbara area.

talked with seasoned veteran travellers all around the area, and practically everyone has either had hepatitis or travelled with a companion who has become infected. The wife of one veteran yachting couple who have been running the Mexican coast for years is just recovering from hepatitis which she suffered on their boat while at anchor in the harbor here. Why do people so knowledgeable about the implications of battling the elements not protect themselves against this disease? I can only think of three reasons: fear of the needle; lack of knowledge; or that "it won't happen to me" attitude. In reality, it's probably a combination of all three. Well, it happened to me and if I had any idea what hepatitis is all about, nothing would have stood between me and my gammaglobulin shots!

We had been living in Puerto Vallarta since January when a freak storm destroyed our 51-ft ketch on the rocky coastline here. We have been eating all types of food, both at home and in a wide variety of restaurants. We often frequent the little beachside huts where they serve very fresh fish and seafood. Sometimes we even enjoy tacos from the roadside cart vendors. All kinds of fresh fruit and vegetables have been a regular part of our diet. We drink bottled water, but we use tap water for brushing our teeth. We are acquainted with many other Americans living in the area and they all exercise pretty much the same eating habits. I have no clue as to why I was singled out by

hepatitis.

For the first couple of days of my siege I thought I had come down with the flu. My body ached all over and I felt generally run down. By the third day I started running a temperature and felt like I had been run over by a truck — a big one! Of course, it was a Saturday when we called the doctor's office and we found out that there were no office hours on Saturday afternoon or Sunday. We were told it wouldn't matter anyhow since the lab was not open until Monday morning. So I spent one of the most miserable weekends of my life with a temperature running over 103 degrees.

Cold showers to bring my temperature down sent me into shivering convulsions I could not control. Finally Monday morning arrived and I went to see the Mexican Doctora recommended to us by some of the other Americans living here. Without any silly waste of time taking temperatures, blood pressure, pulse, and the other time-consuming exercises American doctors like to put us through, the Doctora looked into my eyes and pronounced "hepatitis". With this, her assistant was instructed to stop what she was doing and draw a blood sample for the lab. So, she put her mop in the corner, took me by the hand, and led me to a room across the hall where she proceeded to draw a blood sample. Apparently there was no need to wash her hands since the mop water was full of soap and chlorine solution. With the blood sample and an accompanying urine sample carefully marked with masking tape, I was advised that the results would be available at six o'clock that evening. Of course the results verified hepatitis.

Hepatitis is like a combination of Montezuma's Revenge coupled with a totally infected liver. The Montezuma's Revenge part of the disease, in normal fashion, makes you violently sick at both ends. However, this sickness cannot be treated with antibiotics as is normal since antibiotics are bad for a sick liver. So, the liver problem has to be gotten under control first before Montezuma can be addressed. It typically takes four to six weeks



Twilight on a great night at Little Cojo.

to regain basic control of the liver.

The method of attack prescribed involved intravenous feeding until the vomiting subsides; plus injections to help control the vomiting; plus suppositories to minimize the discomfort of the associated aches and pains. This is all accompanied by some notable degree of suffering on the part of the patient. In order to practically administer this treatment it was necessary to be admitted to what I was told is one of the better Mexican hospitals this side of Guadalajara. The effect of the depression experienced upon entering this hospital was nearly as detrimental to this patient as the disease itself.

Other than a bed change, the room had not been cleaned since the last patient. This was evident from the partial water pitcher and glass, the cigarette butt and napkin in the drawer of the bedside table, and the coke bottle on the bathroom sink. A moderate-sized army of ants marched continually around the base of the filthy toilet waiting for me to approach, where upon they attacked my feet and legs. There was a tiny broken piece of soap in the soap dish, but it didn't





matter since there were no towels during my entire stay. I was given an injection, a suppository, and had my intravenous bottle started all with the same pair of unwashed hands. I was ready to catch the next plane to San Diego and a safe American hospital but, by now, my eyeballs, as well as my skin, had turned a brilliant yellow and it was obvious that I was highly contagious. So, I had no choice but to endure this situation until I was able to keep food down and unplug the intravenous bottle. This took three more days.

It has now been two weeks since my initial attack of hepatitis. I spend most of my day in bed at home since I am still contagious. I was allowed to eat only fruits and vegetables. This routine is supposed to last for another two to four weeks. After that time I should no longer be contagious and I will be permitted a more liberal diet including meat occasionally. After four to six months I am told I will be back to normal eating habits with the exception that I cannot have any alcoholic beverages for a period of one year. This will be pretty tough on a regular cocktail hour imbibor. There is some risk of a re-attack within six months to a year. Apparently my liver will never be quite the same again.

Why all the gory details about a disease

that is so common to so many south-of-the-border travellers? I hope that by providing the education factor familiarizing readers with the price to be paid for neglecting the gammaglobulin shot, many who are heading this way for the upcoming season might be saved the trauma associated with hepatitis and its treatment in a foreign country. If needle fright or the "it won't happen to me" attitude prevails in spite of this information, all I can offer is "buena suerte" — you may need it.

— roy denner

## **Wandering Star — Cascade 29 Jerome and Nancy Borucki Hanalei Bay, Kauai (Oyster Point)**

We made a 21-day voyage from Oyster Point Marina to beautiful Hanalei Bay, Kauai. Our boat is a Cascade 29, which we built ourselves. She looks beautiful anchored in the emerald lagoon below the tall green cliffs laced with so many waterfalls.

Our voyage began on July 4, and ended with a sunset landfall. We anchored right there with *Ragtime* and much of the Trans-Pac fleet. The tradewind sailing under a full

moon had been great. During the trip we made many ham radio contacts with Bay Area hams.

Right now we are touring the islands, exploring the Jungle, Waimea Canyon, and the Na Pali coast. The locals have been very friendly to us, and we've been treated well by the cruising community.

We are making a 16 mm movie of our voyage and explorations of the island, a movie that will be playing in the Bay Area next year.

— jerry and nancy

## **Swan — Garden ketch Kellogg and Diana Fleming Vava'u Islands, Kingdom of Tonga (San Francisco)**

Eighteen months out of San Francisco Bay finds us in Vava'u, Tonga. We're slightly wiser than when we left, and still accommodate an instinct in *Swan*, our homebuilt Garden ketch, to prefer wind on the stern.

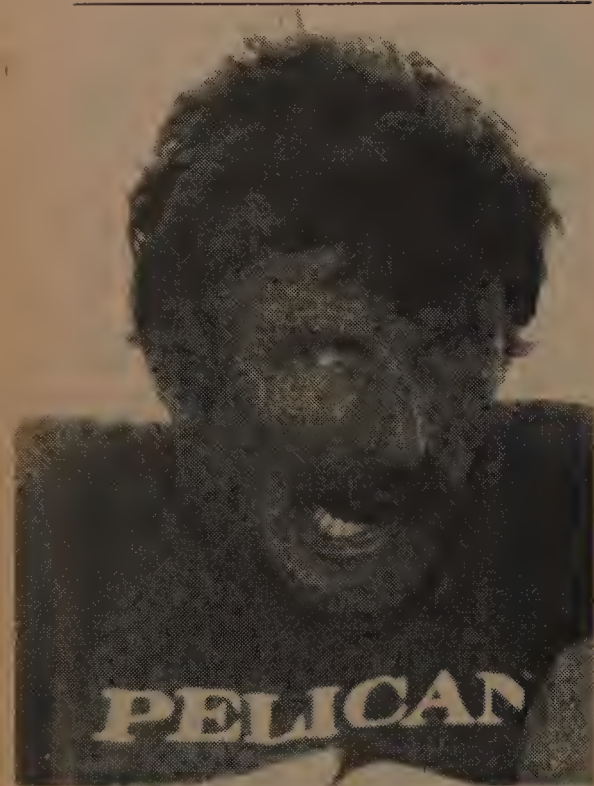
A roller coaster ride to Hawaii and an attempt to cruise its windy anchorages conditioned us for the hurricane season in French Polynesia, which we survived without damage. Luck rather than any great skill put us in the right spot each time it counted. We nervously rode out *Veena* in Cook's Bay, by then battle-hardened veterans of *Reva* and three other blustery close calls. The experience taught us a lot about ground tackle and also that *Swan*, who protested with wild careening during each storm, doesn't like wind on the nose even at anchor.

A leisurely ten weeks with perfect weather in the *Iles Sous Les Vent* gave us time to explore each island before making for Samoa. Still in classic tradewind weather, we arrived ten days later, rested and sunburned, happy and recklessly close to thinking that maybe a sailboat isn't such a bad way to get across an ocean after all.

The wind turned fickle after leaving Samoa, giving us a good headwind pounding on the way to Neiafu, but the continuing squally overcast conditions haven't tem-



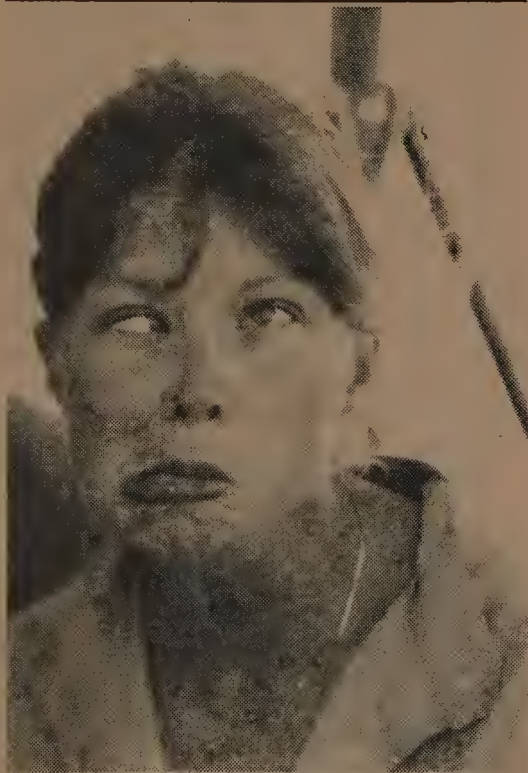
# CHANGES



Swan's Kellogg Fleming; cruising makes you happy.

pered our enjoyment of the spectacular sailing and fine people in the Vava'u group. The first break in the weather will find us pointed toward Fiji, where we hope to repeat the fine time Tonga is giving us. Then we'll make our way to New Zealand for the summer.

— kellogg and diana



Swan's Diana Fleming; cruising keeps you sane.

## The Hawaiian Report

Sunny, near record high temperature of 92° and the owners are hiding out in the shade of covered sails on their boats at the Ala Wai. *Latitude 38's* Honolulu Reporter talked with three owners of new boats about their recent maiden voyages.

Dominating the seascape at a corner of the Hawaii Yacht Club dock is Bernard Moitessier's red 33-foot steel cutter, *Tanata*. Moitessier left San Francisco on July 31st and arrived here in Hawaii sixteen days later. He is very pleased with the new boat, built by John and Ned Hutton, and he will be spending some time helping the boatbuilders while he is here in Hawaii. Moitessier says he also expects to do some writing while here.

Just to port on the same tiny dock lies Ugo Conti's *Emteess*, the home-made sailing rig based on an inflatable Zodiac which has achieved some media attention. Unlike most sailors, Conti will be packing up the boat and mailing it home at the end of this week. Conti left Morro Bay on May 17th, arriving at Hilo June 12. He then circled south around the Big Island, crossed to Maui, Molokai, and Lanai, and recently arrived in Honolulu. Nodding at the Ala Wai marina surrounding him, Conti tells us that "this is the best place in the islands".

Illustrious Japanese singlehander Katsuya Sakai was poking around at the month marine swap meet, and we had a little half-English, half-Japanese conversation with him. He spoke most of the Japanese, while we handled the English. He had recently arrived from San Francisco aboard his 27-ft sloop, *Naruto*. From here he is heading for Fanning, Tahiti, the Tuamotus, Cooks, and other points west.

High above every other mast in the marina is the 118-foot high stick of Jim and Nancy Baldwin's brand new *Osprey*. The 96-foot cutter has staterooms the size of Ilikai suites, walk-in refrigerators, gigantic etched-glass mirrors, and a friendly, tolerant family aboard. Two passersby and an itinerant boat



Kailua on the Big Island, a lousy place to anchor, a great place to swim.

designer were being given the ship's tour by other members of the family while thirteen-year-old Jason showed me through.

Jim Baldwin told us that the *Osprey* had enjoyed a fine ten-day cruise from Newport Beach, arriving at Hanalei, Kauai, on Saturday, August 13th. The family, including Jason, his younger brother Josh, and older sisters Jami and Kelley, have all enjoyed skin diving here in Hawaii, and they plan a two-and-a-half week cruise up the diving sides of Lanai, Molokai, Maui, and the Big Island.

High point of the trip for many of them was landing a 170-pound marlin some thirty-five miles off Kauai while traveling under motor power. They said that after posing with the massive swordfish for photographs, they tossed him back in the sea. They have been catching enough small fish to keep themselves well-fed, they said.

Worst event of the trip? Jim says that a generator overpowered some of the boat's electrical equipment, causing the dishwasher to go out. As of today the poor things have been cruising for more than two weeks without a dishwasher. Can you imagine?

Another incident, when a headstay came apart, sent crewman Bart Alford to the top of the 118-foot mast. He was up there for five hours, they said, and though the weather





LATITUDE 38/RICHARD

was calm, and the seas gentle, Baldwin and Alford swear that the swing of the pole at the top was some 40 feet, from one side to the other. Alford was hoisted more than halfway up the mast to tend to other maintenance while I was still aboard, but this time the *Osprey* was secured to the Texaco dock, and she held still.

The big boat was built to a Sparkman and Stephens design at Stephens Marine in Stockton. Jim Baldwin is a developer from Laguna Beach. After this shakedown cruise to Hawaii Baldwin plans a trip down the Mexican coast and on to Costa Rica, Panama, and Belize. First he will have the boat checked out again at the Stockton yard. Eventually, the family plans to take off together for a two-year trip around the world on *Osprey*. When last seen, *Osprey* was anchored at Maui's exciting Hana Bay. More about Hana Bay's hazards some other time.

Cliff Merritt set off to cruise the Marquesas and Tahiti on June 28, but a hole in the jib, a dead engine, and other problems caused him to turn back after nine days and 1100 miles. Seas so high that they broke and disabled an anchor tied to the bow helped speed him homeward. On the way back, the main ripped — at a level low enough to permit a reefed rig — and Cliff says he spent an hour each morning, an hour at noon, and an hour each evening at the hand pump. It took

three weeks for him to hobble back to Honolulu in rough seas.

Cliff, who built his boat at Oakland, has been in Hawaii two-and-a-half years preparing for this trip south. He told friends upon his return to the Ala Wai that he would be off again in two weeks. He flew to California to purchase parts, and to greet surprised friends who knew he was singlehanded southward, and, true to his word, after participating in one more Aloha Marine Swap Meet, the 14th, he departed August 16th for the Marquesas or Tahiti.

Former neighbors of San Francisco Bay, Marie and Harry Smith left Santa Cruz by air and picked up their 43-foot Polaris cutter in Saipan six years ago. Since then, they have sailed the *Lematau* to and through Guam, Truk, Ponape, Kosrae, and other points of interest in the North Pacific. They are heading out August 24th for Majuro in the Marshall Islands. Yachties at home and abroad can get in touch with the Harry R. Smiths through the High Court of the Republic of the Marshalls, Majuro, M.I. 96560.

Don and Carla Coskran are temporarily moored next to the Smiths in their 32-foot cutter, *Gypsy Woman*. They gave up their jobs and took off in September 1981 from Peninsula Marina in Redwood City. After spending some time going down the Califor-

nia and Mexico coasts, they crossed to Hilo, arriving in April 1982. They are presently cruising the islands, and, not pinched for time, simply say they aren't through yet. For a little while, friends can contact them through Aloha Marine, Texaco Dock, 1651 Ala Moana Blvd., in Honolulu.

I ran into Meridee Abbott who has just enrolled her two teenage sons in school in Honolulu. She and her husband left Sacramento ten years ago (!) with a three-year old and a six-year old on a two-year cruise. Once hooked, they just never gave up cruising. Besides one year in schools in Australia, this is the first formal schooling for the boys. Meridee says they are doing just fine so far with the home schooling background. The Abbotts like Hawaii and plan to stay awhile, but they are certainly not letting go of their 48-foot multihull that has carried them so far for so long. Ten years!

For those who care, Hawaii's shining light in the TransPac, *Libalia Too*, owned and skippered by Libbie and Art Kamisugi, was featured on the cover of *Boat* magazine, an expensive English glossy, in a spectacular flash of boat, water, and boom. We have heard, but not seen, that it also graces the cover of a French yachting rag this month. So much for glory. *Libalia* was idle until the beginning of September, awaiting a replacement boom for the one that broke in the middle of the TransPac. I caught a ride up to Lahaina on *Libalia* two weeks ago, and we stopped at Kaunakakai pier on Molokai for pineapples, and paused further north on the coast to haul in a 25-pound Ono we hooked while under sail. We natives still try to provision our boats in the traditional way.

— lynn nakkim

[Editor's note: Starting with this issue, native Hawaiian Lynn Nakkim becomes Latitude 38's 'Hawaiian Eye'. All the better to keep you informed on matters in the deep Pacific.]



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## ATKIN "GRETHCEN" SLOOP FOR SALE

18'x6'x2'2", mahogany on oak, lead ballast keel, needs caring owner to complete interior and rig. Myron Spaulding, Foot of Gate 5 Road, Marinship, Sausalito, CA 94965  
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## ALBERG 30 — \$30,000

This one-owner, mint condition Canadian classic has full keel, North sails, no.22 S/S two-speed winches, Atomic 4 (only 130 hrs) and many extras. A beautiful super-built but little used f/g racer/cruiser. Owner: (415) 924-2036

## ERICSON 29

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## ISLANDER 36 — 1978

This fine example of the most successful 36-footer cruiser/racer ever built (so far over 630 with about 200 in the Bay) is for sale at \$68,500. Whether you go family cruising in luxury or challenge your skills in one-design racing, she takes to the Bay's summer westerlies quite naturally. Her incredible open expanse of cabin features acres of teak, carpeting and full size settees. She is offered fully equipped including the most reliable Perkins diesel, electronics, wheel steering, self-tailing Barients, hot/cold pressure water, shower, CNG stove with oven, ground tackle, safety gear, radio/cassette stereo system, automatic battery charger, RDF, VHF, and much more.

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## C&C 35 MARK I

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## 1980 39' LANDFALL CUTTER

Ideal liveaboard, spacious teak interior, 48 hp Perkins diesel engine. Fully equipped galley, sleeps 7, very sturdy and seaworthy. Berth available. (916) 486-3884.

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## SAILOR NEEOE

With some off shore experience to help sail 30-foot ketch to Mexico and possibly across the Pacific. Must leave before winter. (916) 752-6139 (mssg) or (415) 642-1021 (day). Ben Barron.

## NEW 39' GARY MULL SLOOP

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## TRIMARAN

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## MEXICAN CHARTER WANTED

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## FOR SALE

Cal 2-24, '69. Beefed up rigging for single handed ocean racing. 10 + sails, 2 spinnakers, all lines to cockpit. Very dry and seaworthy. Ultimate cheap sail away overnighiter, with cruising possibilities. \$6,600. (408) 426-6930.

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## VENTURE 24

1972 Venture sloop with trailer, many extras. Prime condition, ready to go. \$5,600 includes new 15 hp motor. Perfect for sailors tired of berthing fees. Must sell, this is your chance! (707) 255-4469 eves or message (707) 226-3218 days

## ERICSON 35' SLOOP 1976

4 sails, whisker pole, self-tailers, singlehand, Atomic 4, wheel & tiller, fiberglass dinghy, 3 anchors, CNG stove, press. water, shower, ladder, 4 new diehards, batt. charger, AM/FM cassette, VHF, depth, knot, log. A-1 LV. BO. Must see. \$46,000. (415) 420-9547.

## COLUMBAI 26 MK II — 1971

Excellent condition throughout. Three sails, VHF, D/S, K/M, shore power, inflatable dinghy, carpeted, Johnson O.B. 2 boat owner, anxious. \$11,500. (408) 284-6418 (d), (415) 941-5566 (e).

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100, 120, 150. Inboard, LectraSan, depthmeter, k.m., VHF, masthead strobe, Orion compass, oversize 2-spd winches, stereo, range/oven, 2 sets ground tackle, etc. June haulout. Upwind Berkeley berth. \$21,500. Call George (415) 631-0332, Jim (916) 272-6606.

**INTERNATIONAL FOLKBOAT**

Superb condition. "Shearwater" is for sale. This proven full keel, Swedish-built, Southern California veteran is totally equipped for cruising and racing. New BMW diesel, new custom dodger, ss frame, sail covers, cockpit cushions. Working sails and spinnaker in new condition. Full electronics: Impulse depth finder, Swoffer knotmeter, log, VHF, tape deck. Total safety gear for offshore cruising. Self-tending jib for ease of sailing. Investigate this one. \$25,000. Don Miller (415) 525-5862

**TRADE 34' GAFF CUTTER**

4 cylinder inboard, wheel steering, hard dinghy. Raced Master Mariners 1983. A classic bay cruiser with Sausalito berth. \$6,500 or possible trade for car, motorcycle or smaller sailboat plus cash. (415) 787-2771 eves.

**PARTNER WANTED**

Take over 1/2 interest in 1 year old 35' cutter. Sausalito berth. (415) 368-4756

**FOR SALE**

Laser with trailer. Good condition. \$950.00. Also Airdale pups for sale by Nov. 15. Purebreed, no papers. Male \$100, female \$75. Located in Antioch. Phone weekdays after 3 p.m. (415) 757-5301.

**CAPE OORY 36**

1983 model. Bristol condition. This full-keel cutter is perfect for cruising the bay or the South Pacific. Call for a list of features and included equipment. (415) 591-4879 after 6.

**27' MAHOGANY SLOOP**

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**1983 WAVELENGTH 24**

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This fine 1979 Catalina is the best buy of '83. Owner anxious to sell, has new boat. This Catalina is fully equipped with Dodger, Danforth head, Whl. Strg., compass, knotmeter-log, wind speed indicator, depth sounder, Atomic 4, new marine batteries (3), 3 burner stove with oven, extra water tank, new carpets, full teak main cabin, bow and stern anchors, Traveler controls, backstay adjust, and many more. Call (415) 522-6800.

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A fine fiberglass family Bay boat with full keel and sloop rig. Boat is in very good condition with much equipment including new sails and Honda OB. Have two boats and must sell one. Asking \$6500. Call Doug at 366-1215 (hm) or 856-7040 (wk.).

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I'm cleaning up and have lots of small pieces of teak, at real cheap prices. Also have some longer thicker pieces 3-3½ ft. I'm going to Svendsens Boat Yard (Alameda) Annual Marine Swap, October 15. Jon Rolien.

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1976 f/g diesel racing/cruising sloop has done it all! Second in Class, 4th Overall in the '82 Singlehanded TransPac; ODCA, ASH, plus cruised Hawaii, California coast, Bay and Delta. Eight sails, VHF, KM/log, depthsounder, galley, head, sleeps six. Responsive, sophisticated and fast, yet easy to sail. Active Class. Boat and gear in excellent condition. I've moved up and need to sell — so first 21K takes her. Robbie 388-6167 eves.

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**23' BEAR BOAT — 1953**

Beautiful San Francisco wooden sailing sloop. Active racing class. North sails. Very good condition. Hull recently overhauled and tight as a drum. San Francisco Marina berth. Leaving country, must sell immediately! \$7000 or best offer. (415) 751-8476

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Excellent condition — trailer, motor. Knotmeter, compass, pop top with dodger, galley — many extras. \$6400. (408) 736-7176

**PEARSON 31 — NEED A TAX SHELTER?**

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1/2 interest in 34' Targa, fully equipped for cruising and racing, many extras, teak decks and interior, sleeps 6, \$8,000 down and \$700 a month incl. berthage and insurance. Neil Bloomfield (415) 332-5390 days or leave message with ext C-33 or (415) 459-4616 eves and weekends.

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<b>COLLAGE — OLSON 30</b> Collage is my dear Olson 30 which I am unable to sail due to my relocation. She's got lots of sails, gear and love. I'd consider a long-term charter if you don't want to commit to ownership. \$25,000 firm or \$400 per month. Call Chuck at (415) 948-2455 eves. or Tony at 532-5230.	<b>MARINER 31 KETCH</b> Perkins diesel, reefer, pressure water, electric head, covers and awnings, varnished mahog. interior, propane stove and oven, battery charger, stereo, many extras. Possible Sausalito berth. \$44,000. 921-6104 (d), 332-4558 (e).	<b>MUSICIAN/SAILOR</b> At liberty between Dec. 20 to Jan. 3 to race, cruise, etc. Have racing experience. Also available to crew for winter series. Dependable, hard-working. Reference, non-smoker too. Bill (415) 835-4348 anytime.
<b>DUFOR 31</b> Outstand. cond., spacious, sleeps 6, 25hp Volvo MD2B, Atoms selfsteer., depth, 5 sails, refrig., LP stove/oven, EPRIB, cockpit cush., stereo AM/FM tape, Zodiac MKI, Zodiac MP6 liferaft, '81 Evinrude 4hp, RDF radio, 5 anchors/chains. World cruiser. In Sausalito. (415) 332-7381 (msg).	<b>US 368 — NEW RIDERS</b> 1977 Driscoll; burgundy with white stripes, deck and bottom; five jibs; four mains; four spinnakers; rigged for the San Francisco Bay; jib fine tune; main fine tune; high ratio traveler, vang and backstay; raised floorboards; full console; full boat cover; trailer; measurement certificate. Price: \$12,000. Peggy Patrick, (415) 381-1873 / Jim Boddy (415) 777-6081.	<b>FOR SALE OR TRADE</b> C & C 36 — fully equipped for coastal or offshore cruising or racing, e.g., Loran C, Autohelm 3000, Yanmar diesel, Combi electronics, 14 Barient winches, 6 sails, Adler-Barber refrigerator-freezer, much more. Bristol condition. Located Ft. Lauderdale, immediately available for cruising Bahamas, Caribbean, or can be shipped or sailed to California. Must sell. \$79,000 or best offer, or will consider trade for Northern California real estate. Can be structured as tax shelter. Richard Graham (415) 388-5768
<b>1977 BRISTOL 29.9</b> Fast, spacious and able cruising boat. Classic lines. Excellent condition, diesel, wheel steering, dodger, 4 sails, 5 winches, lots of equipment. \$49,500. (415) 932-5005 evenings.		
<b>SANTA CRUZ SLIP TRADE</b> My slip in S.C. lower harbor (27' max) for your slip (22' min) in S.F., Sausalito or Tiburon. 1-2 months. I can assist in moving your boat. Call Bill (408) 438-6680 x467, (408) 426-9445 eves.	<b>41' PIVER TRI-MARAN</b> Includes sails, windlass, Avon liferaft, hard dinghy, VHF, DS. Powered by practically new 75 hp Volvo diesel. Sleeps 6 comfortably. \$35,000 or best offer. Call Paul 538-8737.	<b>VEGA 27</b> 1972 Volvo Penta gas, Sutter sails, sail cover and white dodger, custom interior and exterior upholstered cushions, auto pilot, odometer and log, VHF radio. Beautiful boat loaded with extras. \$19,500. (916) 662-0221 days; (916) 661-6064 evenings.
<b>"81" MACGREGOR 25'</b> Trailerable sailing, fully equipped, upgraded rigging, includes Genoa, spinnaker, 9.9 Evinrude, trailer, many extras. All lines lead aft for singlehanding, sleeps 5. \$8,500 or offer. Must sell! Better than new! (415) 685-1491.	<b>O'DAY 28 — 1980</b> Low usage, like new boat. Diesel, elect. fuel pump, Racor filter, pedestal, KM/DM, Farnet furling, custom cockpit cushions, stove with oven, VHF, new covers. Beautiful boat loaded with extras. Asking \$31,500. (415) 948-0770.	<b>1978 CORONADO 15'</b> With trailer. Beaching rudder, trapeze, vang. Very clean and well cared for. White w/green trim and black anodized mast and boom. Very pretty boat. \$1,800. Steve (707) 542-6685 eves & weekends.
<b>C &amp; C 39</b> Sistership to "Shillelagh". Built in 1972, excellent condition, U galley, nav station, aft double berth, VHF, omni, masthead strobe, RVG windvane, diesel, stereo, hot & cold pressure water, shower, sAll bins, workbench. Located in San Diego. Owner in Nevada. \$75,000. (702) 293-3150.	<b>ARIES WIND VANE</b> \$1000 Ken (415) 837-1399 evenings and weekends	<b>1980 ISLANDER 34 — LOADED WITH EQUIPMENT</b> Vane, autopilot, dodger, dinghy, ham radio, cabin heater, and much more. Just returned from Hawaii. Includes a Monterey slip. \$53,000. Phone (408) 624-8340.
<b>26' VASHON ISLAND CUTTER</b> "Puffin" by Wm. Garden, 1967. Cypress planking, teak decks, SS fastened, rebuilt Volvo diesel. Twice veteran of South Pacific. Spacious, able, rebuilding interior. In excellent condition. Baby has arrived, have been asking 32K, will accept reasonable offer. (415) 388-1669.	<b>1973 RANGER 37</b> Beautifully maintained by original owner. Always fresh water moored. 9 sails, 14 Barient, Signets, VHF, DS, FWC Westerbeke diesel plus much more. Complete offshore package available extra. \$58,500. Seattle (206) 784-5437.	<b>EL TORO</b> No. 4074 fiberglass with wood trim, refinished. Beautiful. \$500. Aluminum dinghy davits, Bremer of Wisc. \$100. Phone (209) 369-1562 evenings.
<b>CAL 29</b> Divorce sale. 1972 sloop w/working jib, lapper and genoa. Atomic 4 cyl. gas engine, compass, depth finder and VHF. Stereo, full galley and much more. Excellent condition. Recently hauled. Sausalito berth. \$25,000. Private party — Call Fred (707) 545-4577.	<b>1982 — 25' FIBERGLASS SLOOP</b> Stoltz design (British Columbia) 24'9"x7'6"x4" fin keel, KOA and Cedar interior, hatches and rails. Well made, good looking and handling. \$17,900. Hungry for \$\$\$. Greg (408) 475-9245; (408) 688-4771 in Santa Cruz.	<b>INTERNATIONAL FOLKBOAT 26'</b> Strong. Sturdy. Full keel. Fiberglass. Upwind Berkeley berth. \$15,500. Ken (415) 837-1399 evenings and weekends
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<b>SAILING INSTRUCTORS WANTED</b> Part and full time positions open. U.S. Coast Guard license required. American Sailing Association Certification preferred. Contact Craig Shipley at Club Nautique, 2415 Mariner Square, Alameda CA 94501 (415) 865-4700		<b>SAIL SAN FRANCISCO BAY</b> Charter a beautiful PASSPORT 40. Tour S.F. Bay and environs for half-day, whole day or overnight. Up to six persons per party. <b>SERENDIPITY CHARTERS</b> (408) 264-9005
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**CREW MEMBERS**

36' cutter currently in Costa Rica. Needs crew for South Pacific adventure, share expenses. Send recent photo plus personal info a.s.a.p. to: D. Dobbs, Novia del Viento, c/o Pacific Marina, Puntarenas Costa Rica, Central America.

**28' TRITON**

Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum, log, VHF, RDF, AM/FM. New LPU topside, extra sails incl. 2 spins. Lots more. \$18,500. Steve 974-2489 (w) / 346-1528 (h)

**COLUMBIA 29 SLOOP**

Fiberglass hull, Palmer 22 hp inboard, fast cruiser for offshore or Bay. Boat at Oyster Point Marina. Call Mike (415) 359-1074.

**WESTSAIL 32**

Mint condition — Aries, Tillermaster, 7 sails, 3-CQR's, 400'-3/8 chain and 500'-3/4 nylon, SABB diesel, Dickinson "Chesapeake", RDF, VHF, Ham, depthsounder, sailing dinghy, many spares, etc. Liveaboard slip available. Trade real estate or will finance. Box 6040, San Diego, CA 92106.

**RANGER 23 TIME-SHARE**

My well-equipped Ranger 23 seldom leaves its Berkeley berth. Experienced sailors willing to commit for 3+ months can enjoy lots of sailing time without the cost of ownership. Call (415) 239-4105 evenings

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1982, excellent condition, very fast and fun. 1st MYCO Mid-winters, active 1 design class. Main, 100%, 150% and spinaker by Horizon. Dry sailed. Windex, stove, trailer and new outboard. Owner must sell. \$19,500/offer!  
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Thunderbird Sailing Sloop, 26' with new 9.9 hp Johnson Sailmaster and used 3 hp Seagull. Full sails. Good condition. (916) 972-8000 days, (916) 362-9888 evenings

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11' Mirror dinghy, professionally built to highest standards (Brynzeel — Epoxy), extensively outfitted for cruising/racing, special trailer, \$2,200. Bob Fraser, 332-9100 or 552-4500.

**BUY MY SHARE**

For \$1,800 or a good car, get 1/3 ownership of a fast, 26' wood Folkboat, outboard, radio, upwind berth in Berkeley, 33% upkeep, 100% pleasure. Excellent boat for learning and exploring Bay & Delta. Surveyed. (415) 431-2594.

**MARINER 36' GARDEN KETCH — 1970 - 1971**

Hull #5 of 9 built Far East Yachts, Japan. H/C pressure water, 50 HP Perkins Diesel, Roller Furling, ST Lewmar Winches, complete sails incl. Mizzen Staysail, VHF, Stereo/TV, two DS, Diesel forced-air cabin heater, propane stove/oven, AC/DC refrigeration, AC generator, autopilot, RVG vane, air compressor hookah system 2 divers. Completely self-contained. Surveyed 1979 replacement value \$129,000. \$87,500. Courtesy to brokers. Contact: Sherman. Days (415) 569-9874, Eves: (415) 521-9268

**COLUMBIA 28 1967**

VHF, knotmeter, storm and working jibs, mule, two 150% genoas; one full cut, two running spinnakers. Stove, marine head with tank, safety equipment, 1980 7.5 hp Honda with less than 50 hours. Upwind Berkeley berth. \$15,000. (415) 524-4590 eves.

**1960 CHRIS CRAFT 36'**

Boat is berthed at Lowry Yacht Harbor, good liveaboard boat or ready for new motors. All offers will be considered. Call (415) 459-8791

**CATALINA 22 WITH TRAILER**

Good bay boat, good first boat. Swing keel, VHF radio, rigged for single-handing, Johnson 6 HP, hauled 5/83. Ballena Bay slip available. \$6,500. Jon (408) 988-6800 x122 weekdays / (408) 247-3587 eves.

**CAL 2-46**

Hawaii liveaboard motorsailor sloop. Available immediately with slip. Furling jib, full canopies, recently redecorated. 1,000 hour diesel, knotmeter/log, VHF, depthfinder, sailing brake, generator, A/C, deck locker. \$150,000 with 10% cash discount. Contact Lysen, 1739C Ala Moana, Honolulu 96815.

**45' KETCH — CUSTOM BUILT N.Z.**

Perfect world cruiser-liveaboard. 2 sleeping cabins apart from large salon. 2 bathrooms. Highest class timbers, gear and extras. 100 hp diesel. Owner returning N.Z. now considering offers well below market. (415) 686-6890.

**AVON REDCREST 9' INFLATABLE**

Used twice, complete With two piece oars, air pump, outboard bracket, 4 hp Johnson motor, 2 gal. gas tank, carry bag, repair kit. \$995. Bill 483-8967.

**CATALINA 22 — 1976 — \$7,999**

Perfect weekender for Bay. 9.9 Mercury, reefing, pop-top, swing keel, depthsounder, offshore compass, forehatch, main, jib, genoa. Berthed Palo Alto. Fresh bottom paint. Must see! Looks like new! Call Bill (415) 493-1133 or 321-0982.

**24' DANISH WOOD SLOOP**

A beauty, built 1947. Great boat for cruising on the Bay. No engines — upwind Berkeley berth. \$5,500. Call David 9 am - 9 pm (415) 848-2518

**GIVENS RES-Q-BUOY LIFERAFT**

Six man deluxe low profile model, never used and new November 1982. Original cost \$3,995 plus freight, will sell for \$3,000. (805) 984-3317 evenings / (805) 648-3136 days

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1976 racer/cruiser, fresh water boat, fully equipped for racing IOR, MHS & PHRF rating certificates, excellent condition, \$50,000. Call for photos/equipment list (312) 664-0894.

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**"TINKER"****43' GULFSTAR SLOOP**

Just returned from Hawaii-Alaska cruise. Taking crew applications for 1983-84 cruise to East Coast via Panama with stops in Mexico, the Caribbean, etc. Expenses \$875 per week max. Send inquiries and resume to J. Gifford, 1920 Latham St., #7, Mt. View, CA 94040.

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Excellent condition, Mylar and Dacron sails, spinnaker, depth sounder, VHF, knot and log, outboard, Dodger, nav. lights, shore power, internal halyards, Anodized spars, set up for single handed. Must sell. \$8,500. Vallejo berth. (916) 534-3564.

**39' DOUBLE END KETCH**

Material to complete cabin, chain plate & bowsprit included. Tanks, engine, deck, coachroof, TH, & paint completed. Sampson design bluewater sailboat in ferro cement. All plans, books and patterns included. Flexible terms, partners, or complete and sell. \$12,500. (707) 762-4956.

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This is one of the most solidly built, full keel, 26' fiberglass sloops to be found anywhere. It was designed by Carl Albergh, built by Pearson, and is rigged for ocean voyaging. It has sailed over 2,000 miles on west coast in the last three years. Vane, VHF, log, fath., new teak, 6 sails, oversize rigging, Barient, dodger and weather cloths, lines to cockpit, chrome bronze hardware, Imron hull, LPU spars and topside, new stove, fireplace/heater, extra lockers, chart table . . . A cruising reality at only \$18,500. Details and inspection at your request. (408) 375-0960.

**25' FOLDING TRIMARAN**

Fully equipped, good condition, always covered, 9.5 hp aux., wheel steering, cutter rigged, roller furling jib, special trailer and tow car. Professional sailing instruction if needed. \$8,500. Call Dukes (415) 692-3199.

**20 FT. CARANITA SLOOP**

5 sails, 3 anchors, bow & stern pulpits, jiffy reefing, VHF, 6 hp Mercury, needs water pump, halyard to cockpit, great Bay & Delta boat, very dry, good condition, \$2,500. Call 453-7165/leave message.

**CATALINA 27 — SUNDANCE**

Own all or 1/3 share of Sundance. Well equipped with VHF, knotmeter, depthsounder, stereo, new stove, 2-speed Barlows, man overboard rig, spinnaker, 150% genoa. Traditional interior, 9.9 Johnson outboard. \$16,500 or \$5,500/share plus \$50/mo. fee. (707) 745-0249.

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30' 1977 Hunter sloop, all Std. features plus tall rig, main sheet traveler, club jib. Pressurized cabin heater, lifeline gates, stern swim ladder. Low hours on Yanmar diesel, and much more. Bristol and priced to sell now! \$31,000. (916) 486-0589

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Mirror sailing dinghy; loved; in fine shape, main, jib, spinnaker, oars; forgiving and seaworthy, \$1,100 to good home only! (415) 791-8849.

**TRITON 20**

Excellent condition, 20' sloop, 6' self-bailing cockpit, and cabin. Includes sails, 6 hp outboard and trailer. Great boat for 4 people to day sail or spend weekends on the Delta. \$1800. Call Frank (707) 539-4991.

**ISLANDER 30 MARK III SLOOP, '74.**

Fine performer, dsl., whl steer'g, full dodger/delta cover, Barients, dbl lifelines, 35 lb CQR, cstm bowroller. Teak/holly cabin sole, 3 brnr alcohol stove/oven, kero. sea swing stove, fath., k.m., VHF, am/fm cass. stero. Vet of Delta/coast wtrs. Exc. cond. \$34,500. In Sausalito. 332-0263

**ERICSON 29**

Excellent condition. Was one of three Ericsons featured in 1976-77 Boat Show. Loaded with extras — wheel steering, VHF, depth, log, black anodized mast and boom, bilge pump, shore power. \$28,500. (415) 838-7275.

**NOROIC FOLKBOAT U.S. 67**

Off-white LPU topsides, full boat cover, 6.5 hp outboard, 2 sets of sails, spinnaker, knotmeter, compass, new deck, new standing rigging, recent survey. Downing Smith 492-9300 (d), 522-7380 (e).

**SAUSALITO HOUSEBOAT FOR SALE**

Classic balloon barge houseboat in legal outer berth. 3 rooms, galley, bath and deck space. Ideal for serious board or dinghy-sailor. S.F. Bay is backyard. Am selling to start ceramic studio. Price \$75,000, includes berth. 332-5007.

**NEWPORT 30 — PHASE II**

Excellent condition. Never raced. \$27,000 firm. After 6 p.m. (707) 255-5347.

**82 CATALINA 30**

Like new. Loaded with extras: stereo with outside speakers, VHF, knotmeter, 2 anchors, depth sounder, pedestal steering, macerator, pump, hot/pressure water, shorepower, diesel engine, Alameda slip. \$42,000. (408) 741-0171.

**COLUMBIA 7.6**

1978 25-ft performance cruiser, 110%, 150%, main, 2 reefs, 5 winches, depth sounder, knotmeter, VHF, stereo, 9.9 elect., beautiful condition. Asking \$17,500 but getting anxious with too many boats. Steve (415) 687-2010 (d), (415) 521-0895 (e).

**DEEP WATER LOT**

A gorgeous 1/3 acre lot located in east San Rafael. Last one left on private channel with quiet waters. Already has a water meter, patio, landscaping and a new '40 dock. \$250,000. Owner (415) 456-1717

**GAFF RIGGED SAILING OORY**

18' traditional west coast design. Built '34 in S.F. Delta. Centerboard, eng. well, handmade main & jib, stowage flotation, well loved cond. \$2,300/offer/trade for inflatable. See on Gate 5 Rd., Sausalito. (415) 332-3577

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Memberships available, \$160 per mo. plus insc., sleeps seven, hot and cold pressure water, galley, head w/shower, electronics, diesel, stereo, pedestal steering. Alameda. Deb or George (415) 969-9992.

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On a bristol Westsail 43 tall rig cutter, factory finished with all wood interior, easily handled by a couple, with an extensive inventory including refrigeration, VHF, RDF, ham, 8 bags, windvane. Call (213) 549-5582 for further information.

**MERMAIO 21'**

Beautiful wood classic Folkboat design; Denmark built by Peterson. Full keel. Honduras mahogany cabin, trim. Entire topside completely overhauled with newly recanvassed deck, refinished brightwork. Dry hull. Sleeps 4, stove, 7 hp Evinrude. Berkeley berth. \$4200. (707) 557-3834.

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1982 with trailer, '83 10 hp Honda OB, 4 North sails, 1 DeWitt sail, recent survey, excellent condition. Very fast and lots of fun! Only \$5600 down and 12% percent for 15 years at Wells Fargo. (707) 554-4503.

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A great Bay boat in excellent condition inside and out. 2 sets of sails. Trailrite dual tandem trailer. \$7500/offer boat with trailer. \$5500/offer boat only. (415) 348-0491.

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Before I change my mind . . . masthead alum. rig, self-bailing cockpit, 5 sails (spin.), Hasler, VHF, galley, Barients, Seagull, tons of gear, just hauled — new paint keel to truck. Price slashed to \$6000! (408) 286-6930 eves.

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1968 fin keel in good condition. New sails, depth sounder, compass, Johnson outboard with two tanks. Spray Dodger, Bimini top, fully enclosed cockpit with windows and screens. Misc. gear. Delta berth. \$6300 or offer. (415) 757-4310.

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On power cruiser with retired attorney and wife. S.F. to Acapulco Oct. 15 to Dec. 15. Return by paid air ticket and salary included. Mini-resume and telephone number, please. P.O. Box 667, Kentfield, CA 94904

**30' ALUMINUM SLOOP**

Gurney design homebuilt in 1975. 10'8" beam. Barient winches. Mitchell sails. Triple chine construction. Big, fast, strong, seaworthy. \$25,000.

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**INTERNATIONAL 14**

Benedict I, F.R.P. Excellent condition. Quicksilver main and jib, Storer and Lindsey spinnakers. 2 trapeze set-up. Custom trailer and boat cover. Also wood El Toro min. wt. New sail. 471-2785

**KNARR 30'**

New bottom/topside paint. Completely re-fitted. Mast bleached re-varnished. 5 sails. Alameda berth. Ready for wood boat lover to complete interior and cockpit. This boat has beautiful lines and sails like a dream. Priced below market. (415) 254-7494.

**1977 ISLANDER 36**

Exceptionally clean, nicely equipped. \$66,000 or B/O. (415) 751-5500 Phil (days)  
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**INFLATABLE, OUTBOARD, RDF**

14' Zodiac, aluminum floorboards, excellent condition, \$1900 obo. 1983 2 hp Suzuki outboard, less than 5 hrs. running time, still under warranty, \$275. Ray Jeff 680 digital RDF, used once, \$250. (415) 567-1234.

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West shore Lake Tahoe, beautiful setting, lot 101' x 250'. \$895,000. Will consider sailboat as partial trade. (916) 525-6806.

**MORGAN 38 PARTNERSHIP**

Near new boat, 50 hp diesel, all extras, refrigeration, propane stove, roller furling, teak interior, coastal cruise equipped. Bristol condition. Finest Sausalito berth. Inexpensive, classy sailing. 332-2331

**JUST BACK FROM SOUTH PACIFIC**

Incredibly roomy 37' mahogany pilothouse ketch. Diesel, autopilot, knotmeter, fathometer, refrigeration, VHF, 8 bags, 60 separate storage compartments. Very comfortable live-aboard. Easy 7.5 knots power or sail. A \$55,000 value for only \$39,000. Will consider a small boat. (415) 567-1234.

**WORLD CRUISER — LIVEABOARD**

Sampson 'ferro' ketch. 65' LOA, 50' LOD, 13' beam, 6'6" draft. 400 g. fuel, 300 g. water, diesel: aux, Onan, heat, stove/oven. Layout fore to aft; forecabin, head w/shower, dbl. stateroom. P & S, pilothouse, master stateroom w/head, galley, salon, storage everywhere. Extremely well built, serious cruising vessel w/hvy. dty. everything. Massive ground tackle 3/8 ss rig'g, 10 3/4 oz. sails, etc. Windlass, autopilot, dual hyd. steer'g, DS, VHF, etc. Cruise world in safety & comfort w/lots of friends, or charter w/ideal layout, or liveaboard w/lg. family. Anxious to sell (we ordered smaller boat). \$75K/BO. P. Barry, Box 103, Redwood City 94064 (408) 293-9031 (msg).

**CHEOY LEE OFFSHORE 40 YAWL '74**

For sale by original owner. Beautiful, fast f/g & teak cruiser. Tri-cabin, 2 heads, shower, skylights, s/s sink, 4 cyl diesel (119 hrs), 100 gals wtr, 65 gals fuel, stove/oven, VHF, RDF, compl instruments, roller-reefing, etc. Immaculate maintained. \$77,000. (415) 388-3518 morns/eves.

**32' CRUISING YAWL**

Alan Buchanan designed, British built w/proven offshore capabilities. F/G, teak decks, Sabb diesel, Aries vane, Avon liferaft, Avon dinghy, 11 sails (4 new), Barients, new instruments, wheel steering, and more. Built and equipped for offshore cruising, can be ready to go again on short notice. Easy to handle, makes good Bay/Coastal boat. Anxious to sell. Call for details. (415) 254-8451.

**SET US FREE**

Couple with extensive charter/cruising experience wish to sail west (Australasia bound!). Prefer being part of a delivery crew. Willing to exchange talents or reasonably shared expenses. Reply: Carol 331-3010 Tues.-Sat. c/o Fabricate, 110 Caledonia, Sausalito 94965.

**RANGER 23**

A truly great boat!!! 1974 Ranger 23, six sails, VHF, digital inst., stereo, stove, Zodiac inflatable, Evinrude OB. Active class assoc. Good race and cruise boat. \$12,500. (415) 861-2301 or (415) 339-3120 eves only

**CATALINA 30**

'76 Dsl New Condition, VHF, KM, Wind Speed, depth sounder, Blk anodised mast and boom, internal halyards, 5 bags sails, rigged for solo sailing, extra heavy rigging, backstay adjuster, much more. Survey replacement value — \$45,000. Must sell \$29,900. Offer. (415) 934-7928.

**ARIES WIND VANE — 10 FT. MELODY**

Never used, still in crate, complete set of spare parts — \$1600 value, \$1395 — offer. 10' Melody, mahogany, varnished, new sails, brass oarlocks, \$800 value, \$500, offer. (415) 934-7928

**RANGER 26 "OANNES"**

New LP painted white hull. New rigging. Dinette interior. 20 gal water. Marine head with tank. Custom tall mast. Seven sails and spinnaker. Full electronics. 9.9 hp outboard with generator. Priced to sell, \$13K. (415) 854-3968.

**MARK II SELF-STEERING WIND VANE**

Vertical vane drives a servo tab on a balanced rudder. Heavy duty stainless steel structure . . . Simple design. \$500. (415) 841-6962

**COLUMBIA 29**

1965 MK I Raven for sale. Well equipped with good ground tackle. Plenty of sails. Nice interior. One of the cheapest real cruising boats around. \$19,000. Tom. 527-5900 x. 299 (wk); 357-9991 (6-9 p.m. wkdays).

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3-burner Shipmate kerosene cooking stove with pressure tank — New, Never Been Used — \$750. 6" Danforth Constellation compass — New, Never Been Used — \$350. Call (707) 554-3551 (John)

**FULL TIME SKIPPER WANTED**

Maintain and sail beautiful 60' wooden sailing yacht. Must know how to work with wood and mechanical and electrical equipment. Permanent position to a "take charge" proven professional. Phone weekdays between 8 am and 9 am only. (415) 435-9088

**SANTANA 23**

Excellent performance in a fast, fun boat to sail with Pineapple sails — 3 jibs, mainsail, spinnaker, VHF, depthmeter, compass, Lewmar winches, electrical system, bottom paint, trialer with surge brakes — plus. Absolutely immaculate bristol condition. Delta. \$19,950. (916) 758-4556.

**PACIFIC SEACRAFT 25 — 1977**

Excellent Bay boat, or with slight modification offshore cruising for two. Inboard diesel, VHF, sounder, and more. Asking \$20,000. (415) 521-0952.

**J/24 — 1980**

4 sails, O.B., dinghy, head, new bottom, lots of extras. Good condition. \$15,000 or best offer. Guy (415) 456-1516.

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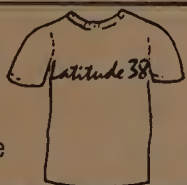
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Just returned from South Pacific. CQR 25 lbs \$180. 1/4" & 5/16", 80 and 160 feet, \$120/\$300. Steering vane Hassler England \$850. P.C. radar detector \$425. Sextant Tamaya \$350. Kenwood TS-120 ham radio \$450. Harry Braun (415) 522-1561.

**"DANDY"**

23' Gaff Rig Yawl. Gilmer design, built Camden, Maine '58. Cedar on oak, teak decks, spruce spars. Traditional and great fun to sail. Master Mariner veteran. Seven sails, VHF, log, knotmeter, Yanmar diesel, stereo, galley, lights, autopilot, inflatable, head, dodger, new cushions, extras. Full keel, 9000 pounds, 23' LOD, 34' LOA, 8'6" Beam, 4'6" Draft. See July *Latitude 38* and *Bay and Delta Yachtsman*. Much history on boat. Location — Treasure Island. \$22,000. Call Carl Langston at 765-5382 or 521-4380.

**1980 COTTEN 40**

50' LOA. Custom ferro ketch, elegant interior of oak and mahogany, excellent cruise, liveaboard, custom sails, glass skiff, diesel, bathtub, refrigeration, 300' 1/2" chain, custom Dodgers, much more. \$56,000. (619) 298-5210

**WIND TREE FOR SALE**

31' Golden Hind, just back So. Pacific and New Zealand. Sound, safe cruising yacht ready to go again. Diesel, roller furling, Avon, extensive inventory. See to appreciate. Consider real estate trade. \$35K. Harry 523-4768.

**SAILING LADY WANTED**

Exper. mariner, 38, w/28' cust. sloop, Singlehanded TransPac vet, seeks nimble, adventurous non-smok., musically-minded lady to share in Baja sail. expedition, Jan—Mar '84. I'm non-macho, enjoy teaching navig., seamanship, etc. Skip, 310 McCormick, Capitola 95010 (408) 475-0278.

**COLUMBIA 28'**

Full race equip. Great family boat. Must see to appreciate. Very clean. Ship-shore radio, fath., knotmeter, compass, stove. Atomic 4 inboard. 2-jibs, spin., main. Full head. Sleeps 6. Slip available. Asking \$19,000. Call (415) 756-1670.

**COLUMBIA 23, 1974**

Very clean. Fixed shoal keel. Sails and boat in excellent condition. Sleeps 4, potty and kitchenette. Evinrude outboard. New bottom paint. Boat in Santa Cruz slip — Sub-lease available. Price \$6,500. Call Bob (408) 354-8837 / (415) 854-7183.

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Heat 'n serve, waterproof retort packaging. Not dehydrated. No preservatives. Five year shelf life. Ten-meal variety sample, \$30.50 (post-paid). Distributor inquiries invited. R.B. Silk, P.O. Box 141, Rio Vista CA 94571 (916) 775-1936.

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That's right! Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive and enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. PYZEL NAVIGATION, 26 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hours)

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invites inquiries from small boat builders who may be willing to collaborate in the development of the FLYING CAT series of catamarans which are advertized world wide and have potential for growth. Contact Andrew West, (408) 252-7445.

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Planning to cruise to Mexico for the winter on a well equipped 41-ft sailboat. Departing Nov. 83. Looking for an experienced ocean sailor who is easy going and non-smoking. Share some expenses. Call (415) 365-2175 before 2 p.m.

**NORTHWEST 21 MINI CRUISER**

Must sell! 1979 sloop, sleeps 5, galley, enclosed head, 7.5 O/B, 2 jibs, anchor, whisker pole, etc. Lots extras! Trailer available! Best offer over \$4,999. Oakland berth. Call Doug or Susan (415) 791-5085.

**CRUISING FOLKBOAT**

Nothing sails like a Folkboat. Self-bailing cockpit, an extended cabin, aluminum masthead rig, and a custom interior. Seagull and 3 sails. Nice coastal cruiser with long range possibilities. \$8,000. Tom 357-9991 6-9 p.m.

**35x12x6 CUTTER**

Flush deck. Aft cabin, diesel, 100 gals. fuel, 200 gals. water, wheel, windlass, Barients, dinghy, VHF, chart table, pantry, propane, stove/oven, refer, double sink, fireplace, So. Pac. and Mexico veteran, liveaboard slip. \$46,000. (213) 834-3142

**1978 STONE HORSE**

Very elegant, 23' long, full keel, heavy displacement, traditional cruiser. Rigged for easy singlehanded. Tanbark sails, diesel inboard, Avon inflatable, CQR anchor, wood cabin heater, stove, and much more. Absolutely top quality. \$20,900. (415) 846-1583.

**FOR SALE**

13½' skiff, Pete Culler design, classic lines with lapped sides and copper clench, nail fastenings. Spritsail and modified spoon oars. \$600. Gil Stratton (415) 447-2434.

**CLASSIC SLOOP FOR SALE**

Ed Monk 25, circa 1947. Cedar on oak. Beautiful boat, in impeccable condition. No rot. Fully set up for local cruising. Fun bay boat. Mike 453-1029; Bobby 459-1857.

**54' SAMPSON**

Ferro cement ketch. Masts stepped and sailing 1983, Lehman diesel, new rigging, VHF, 6 sails, wind vane, 7 winches, hot water, 2 heads, shower, propane range, cold plate, much more. \$76,000. Hal (415) 254-9445 (h) / (415) 930-0930 (w)

**LASER II**

1982 Laser II high performance 14 footer, complete with main, jib, spinnaker, trapeze, trailer and cover. Lovingly maintained. Sailed fresh water only. Flexible at \$3,200. Call Tony at 963-7357.

**40' KIT BOAT**

Gary Mull design Wilderness 40. 1/2 complete. Hand lay up! Beautiful boat, beautiful opportunity to own a state of the art 40-footer at 1/2 the price!! Only \$30,000 and half the work is done. Call (408) 336-3138 / (408) 722-4155. Ask for Lynn.

**PARTNER WANTED**

One or two compatible partners wanted to share Hans Christian 43 cruising sailboat. No equity required. Share expenses and use. Sausalito berth. Call 332-9005 (d) or 388-5321 (e).

**HANS CHRISTIAN 43**

1981. Beautiful cruising cutter. Well maintained. Will sell well below cost. Upgraded equipment. Low engine use, sails well. 332-9005 (d); 388-5321 (e).

**ARIES 32**

Gillmer-design double-ended full keel sloop. Beautiful Bay and offshore cruiser; Sausalito berth. Excellent condition throughout. \$39,500. (415) 383-8215

**1982 STILETTO 27' ULTRA LIGHT CAT**

Race ready — 5 sails include spinnaker w/removable cruising amenities. Perfect high performance daysailer and Delta cruiser (longer trips via custom trailer). Loaded and way below replacement. Call owner at (408) 496-8045 (d), (415) 949-1637 (e).

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Berkeley woman sailor seeks civilized owner and friends for congenial Bay cruising and beyond. Fast learner with two years experience. Your considerate manners and sharing of skills will be rewarded by my helpfulness and sunny disposition. 848-8287.

**SANTANA 22**

Superb condition. 7 bags sails, 6 hp O/B. New bottom paint, many extras. Oyster Point berth available. \$6,400 B/O. (415) 592-1907

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Deep Cycle and Rugged. Just what you need. Dependable and Long Lasting. Two sizes to choose from — 10" or 12". Satisfaction guaranteed. Buy from a Fellow Sailor SAFARI ENTERPRISES, INC. P.O. Box 514, Citrus Heights, CA 95611 (916) 723-1204.

**O'DAY 37 BAREBOAT**

Enjoy sailing the Bay in this well-equipped, center cockpit sloop. South San Francisco Berth. Best Rates. For Information Call: (408) 379-3125 or (415) 948-1662

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**CLASSIC HERRESHOFF H28 KETCH**

Full keel, mahogany planked, Atomic 4, chart table, head, galley, 7 sails, huge inventory, hauled and painted August 1983. A famous classic in excellent condition. Asking \$19,000. (415) 326-7780 days; (408) 867-1904 nights. Ask for Bob Louden.

**34' NICHOLS YAWL**

An economic crisis forces us to sell our boat. It was built by Barney Nichols in Alameda in 1961. Marine plywood with fiberglass sheath. Mahogany cabin, cockpit, interior and trim. Asking \$25,000. (415) 531-5056.

**35' ULDB CRUISER SDNJIAS SPIRT**

Coldmolded double ender by Gary W. Mull now being constructed, 30' LWL, 5200# displacement, 9'3" beam, fractional rig. For price options and details write Don L. Macey, Box 581, Carnelian Bay, CA 95711 (916) 583-2263.

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For 1/4 ton, 1/2 ton, 3/4 ton and 2 ton boats. Top quality machined stainless steel construction. Call 523-1568 after 7 p.m.

**CATALINA 30**

Must sell. No reasonable offer will be refused. Berth can be transferred to new owner. Boat in great shape. Call (415) 967-4755.

**DRASCOMBE LUGGER**

Traditional yawl rig 18'9" trail and day sail boat built in England. Beautiful, strong F.G. construction. Luggers have made notable voyages incl. Webb Chiles "Open Boat Across the Pacific". Ideal stable, family day sailer with roomy, comfy cockpit. \$5,900 obo. (916) 481-3545 eve.

**BABA 30**

Must sell. Bristol condition cruising cutter. Fully equipped. Many extras. Must see to appreciate. \$63,000. (209) 943-0430

**28' WOODEN CRUISING CUTTER**

No-nonsense cruise ready Mexico Vet. An affordable complete cruiser with Berkeley upwind berth. Exc. cond. beautiful lines with bowsprit, boomkin, transome stern, boom gallows, strong easy to handle cutter rig, 8 bronze opening ports. Comfy, warm interior, full size chart table, kero, stove/heater, lamps. 60 gal. water, exc. sail invent, SAY's self-steering, Avon liferaft, Montgomery dinghy, dodger, all channel VHF, RDF, EPIRB, solar panel, 3 Sestrel compasses, Freiburger sextant, windlass, anchors, etc. \$28,000 o.b.o. Sacramento (916) 481-3545 eve.

**CREW AVAILABLE**

Male, 26, w/sense of humor, seeks position as crewmate on fam.-oper. sailboat. So. Pac./N.Z. No time limit, share expen. Exper. w/Bay racing, Red Cross, mechan. skills. BS: Mech. Eng. Enjoy healthy lifestyles/children/teaching. Self-motivat./profess. Lv. Nov./Dec. Scott Vilander (916) 344-5111.

**ISLANDER BAHAMA 24**

Great Bay saller, full keel, large cockpit, head, galley, pop-top, sleeps 4. In excellent condition, extras include: VHF, stereo, new genoa, galley stove, elec. bilge, 6 hp OB. Must sell \$6500. Mike 956-6792 days; 521-3893 eves.

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**PRINCESS**

Herreshoff Nereia 36' Ketch. New Westerbeke 4-108. Radar. VHF. Freezer. Liveaboard berth Berkeley Marina. For sale by owner. Call Peter 843-1149.

**NEWPORT 20, 1970**

Recent rigging, 4 hp Evinrude, bow pulpit, halyards led aft, 3 sails, compass, accessories. Two boat owner must sell, asking \$4,400. 769-3834 anytime.

**CABO SURVIVOR "DANCING BEAR"**

The 'Bear' is off the beach and resting in Southern California. As demonstrated this Airex cured boat, built in Nova Scotia is strong! Designed by Ted Brewer for cruising, the Cabot 36 has excellent sailing qualities. A beautiful boat similar in appearance and design to the Morgan 38. Needs TLC! \$25,000 or offer. For information call Bob at (714) 240-7107 or Don (415) 465-1567.

**FULLY EQUIPPED AND READY TO CRUISE**

Cal 40 — Sailed in TransPac and Singlehanded TransPac. Aries windvane, Sutter dodger, diesel, 8 sails, electronics, sleeps 9. Fun, fast and a great buy at \$53,000. Must see. (503) 765-2485

**32' HANNA KETCH**

Alaskan cedar planked, 6 tanbark and multi-colored sails, depth, knotmeter, RDF windspeed, kero brass stove, stereo, and more. Excellent condition. Port Sonoma, #111, see us #103, (707) 763-2038 after 5:30. \$19,800!!

**37-FT ISLANDER**

Bristol condition. Fiberglass/mahogany construction. Pilot-house, 50 hp Perkins diesel, autopilot, two radio system, dinghy and lots more. Super liveaboard. Complies with federal regulations. Berth included. Offered at \$49,500 for quick sale. Call 655-5378 eves.

**CASCADE 29**

1973 sloop. Just hauled 9/83. Imron paint on hull and mast, new bottom paint, etc. Cruising veteran, beautiful and fast. Moored at Kawaihae, Hawaii. \$23,000. Write Karl T., Box 82, Ooakala, HI 96774, or call anytime (808) 935-2981, lv. msg.

**RANGER 29**

Very good condition. Built 1975. 4 jibs and 3/4 oz. spinnaker. Triple reefing main with 2 jiffy reefs. 15' manoverboard pole and horseshoe buoy. Windspeed, windpoint, knotmeter, 2 compasses. Sleeps 5. 2 burner Homestrand stove. Farryman diesel. Much more. Must sell. Asking \$29,000. Bob (415) 548-8611

**"ESCAPAOE" NOW FOR SALE**

Rhodes designed, Rawson built, 1976 Traveller 32. Seldom will you see a more beautifully and professionally maintained yacht. Fully equipped with finest gear. A delight to see. A joy to own! (415) 453-4392 (day); (707) 938-8165 (eve).

**BALBDA 26**

Immaculate condition, VHF, compass, main, club jib, 110, and genoa. New Honda 10 O/B. Sleeps 5. \$14,500. Phone (209) 478-3946 after 6 or weekends

**PEARSON "30"**

Pearson's finest. A super adult rec. center for sailing, fun & games and relaxing, \$29,000. Fully equipped — carpeted, standing headroom, electronics, radio, cass/music. Atomic 4, stainless oven for the gourmet afloat. Extremely comfortable and much more. (415) 547-6593.

**COM — PAC 16**

With 450-lb. keel, this f/g mini-yacht sails like a 20', parks in garage. Sleeps 2 on 8' bunks with Porta-Potti. Like new 2 hp outboard, trailer — extras. \$4299. (408) 356-2820 (wknds).

**16' CONTENDER**

US 19, one sail, singlehanded trapeze boat. Fast and fun. No trailer. \$400. Kirk (415) 548-8611.

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<b>29' SEAFARER — \$14,000</b> Great Bay/Delta boat — draws 2½ ft. with keel up. New awlgrip and bottom, fresh water boat from Tahoe. Has 4 sails, wheel, Lewmar 30 self-tailing primaries, Barent 10 secondaries, Johnson 9.9 electric start, much more. 383-9499	<b>RAWSON 30 / VIEW LOT TRADE?</b> Liveaboard cruising sloop, solid, beamy fiberglass w/6'1" headroom throughout. 12v & 110v electricity, alcohol range, telephone jacks, "mini" fireplace, \$25,000 or trade for Marin lot. Lee (415) 541-1527 (work); (415) 435-4263 & (415) 334-4969 (eves).	<b>40' MARINER KETCH</b> 1967 wood and polyurethane, Perkins 4-107, autopilot, Sat-Nav, dinghy and outboard. Much more. Located Sea of Cortez, \$69,000. Consider trade. J. McKay (415) 388-9369 mornings; (213) 392-4561 evenings.
<b>HAULOUT TRAILER</b> Haul your own boat. Heavy steel beam boatyard-type trailer, dual axle w/truck tires, removable supports. Can be used for mono or multihull boats. Perfect for winter storage project. Waterfront space available. \$600/B.O. 332-9231.	<b>TIME SHARE PEARSON 36' CRUISING KETCH</b> Fully equipped with new DeWitt sails, autopilot, Loran C, hot & cold pressure water, Zodiac dinghy. Santa Cruz berth. Seven days a month use at \$180/month. Call Bern (415) 961-3940 (days), (408) 253-9925 (eves.).	<b>20' MERMAID — SAUSALITO BERTH</b> Beautiful classic wooden sloop. Full keel, self-bailing cockpit, roller reefing mainsail. Good solid seaworthy pocket cruiser that can really take that sloppy weather in stride. Seagull 5½ hp. Some extra equipment. Reduced to \$3,500. (415) 753-3787
<b>"SAYONARA"</b> 36' Lapworth designed sloop built in mahogany and freshly refitted. Farymann diesel, 7 North sails. Recently surveyed in fine condition, this solid, roomy cruiser will quickly take you anywhere. Berth available. Detailed information/inventory on request. Asking \$29,000. 228-6704.	<b>EAST COAST TRITON</b> 28.5 ft. Pearson built Alberg design, 7/8 rig sloop, built 1965, Atomic Four rebuilt 1979, VHF, DS, knotmeter, Autohelm 1000, modified interior for greater comfort. Great Bay cruiser/racer. \$18,000. (415) 964-9780 lv. message	<b>CAL 2/24 PARTNERSHIP</b> Boat in good condition. Newer outboard and rigging. Sleeps 4. Used infrequently and partners very flexible about use. Berthed in Sausalito. \$1700 for ownership share & \$40/mo. expenses. (415) 482-3446.
<b>SELLING PARTNERSHIP</b> 26' Pearson Commander, fiberglass, full keel, stiff cruiser. Large cockpit perfect for daysailing. Sleeps 4, San Francisco Marina Green berth (worth as much as boat). Partner sails during week; you get weekends. Good first boat. \$4,500. (415) 282-7912	<b>J/24</b> Before you buy a J see mine first and save 1000's. Launched '81 and only cruised, it's in super condition throughout. Fully equipped. Oyster Point slip. You won't find a better J anywhere. \$14,500. Phone after 6 p.m. (415) 573-8848.	<b>1968 SANTANA 22</b> 6 hp Johnson, excellent condition, great Bay boat or first boat, rigged for singlehanded. \$5500 or best offer. 261-6236 or 437-3648
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# ADVERTISERS INDEX

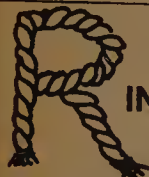
Al's Marine Store . . . . . 45	California Maritime Academy . . . 130	Granola & Sons . . . . . 157	NorCal Offshore . . . . . 94	Slocum Yachts . . . . . 66
Anchorage Marine . . . 19,56	California Sailing . . . . . 57	Golden State International . . . 60	Ocean Yachts . . . . . 64	Smith & Co. . . . . 60
Azimuth Press . . . . . 58	Canvas Shop, The . . . . . 156	Gorman & Thomson, Ltd . . . 4,5	Olympic Circle Sailing . . . 151	Sobstad Sails . . . . . 17,43
Bailiwick, Inc. . . . . 156	Capital Insurance . . . . . 131	S. Graham Insurance . . . . . 131	O'Neill's . . . . . 26,27	Speedsailing Specialists . . . 30
Barbary Coast . . . . . 188	Chase Manhattan Financial Svcs . 50	Joe Harris Clothing . . . . . 21	Pacific Delta Insurance . . . 28	Spinnaker Shop, The . . . . . 39
Jack Barr Yacht Sales . . . 42	Chartguide Ltd. . . . . 156	Haynes Sails . . . . . 46	Pacific States Yachts, Inc. . . 38	Stanford University . . . . . 10
Basin Boatworks . . . . . 150	City Yachts . . . . . 191,192	Hinckley Pacific, Inc. . . . . 51	Palo Alto Harbor Association . 156	Starbuck Canvas Works . . . 41
Baytronics Corporation . . . 42	Clock Shop, The . . . . . 70	Hogin Sails . . . . . 29	Kermis Parker Yacht Sales . . 189	Stockdale Marine & Nav Ctr. . 55
John Beery Yachts . . . . . 34	Cruising Associates . . . . . 188	Holland & Lange, Inc. . . . . 36	Passage Yachts . . . . . 6,7,8,9,11	Stockton Yacht Sales . . . . . 30
Benedict Racing Boats . . . 156	Cruising World Yachts . . . . 23	Hopwood Yachts USA . . . . . 54	Peninsula Marine Services . . 55	Supercats . . . . . 46
Berkeley Marine Center . . . 58	D'Anna Sailing Co. . . . . 46,47	Horizon Charters . . . . . 44	Planeaway . . . . . 67	Sun Sails . . . . . 40
Bethel Plaza Yacht Sales . . 188	Dan's Diving . . . . . 43	Horizon Sails . . . . . 49	Point Bonita Yachts . . . . . 95,96,97	Sutter Sails . . . . . 20
Blue Dolphin Yachts . . . . 187	Dickerson, R.E., Insurance . . 72	Illusion 12 . . . . . 157	Pryde Sails . . . . . 53	Svendsen's Boat Works . . . 115
BMW Marine Repower . . . . 72	Downwind Designs . . . . . 144	Inter-mark . . . . . 52	Pusser's Rum . . . . . 31	Tatoosh Marine . . . . . 184
Boater's Friend . . . . . 150	Edgewater Yacht Sales . . . . 189	J/Boats West . . . . . 37	R Yacht Sales . . . . . 72,185	Tedrick-Higbee Insurance . . 128
Boaters' Supply . . . . . 24	Edinger Marine . . . . . 41	Johnson Hicks . . . . . 13,131	Railmakers . . . . . 156	Bob Tefft Cruising Center . . 89
Chris Bock Instruments . . . 33	d.b.a. Margas Mfg. . . . . 41	Peter Jones Yacht Brokerage . . 189	Richmond Boat Works . . . . . 69	Tradewind Instruments Ltd. . . 12
Boy Scouts of America . . . 36	Electro-Nav . . . . . 130	Lampe & Martin Yachts, Ltd . . 32	Richmond Yacht Service . . . 151	TransPak Insurance . . . . . 18
Brisbane Marina . . . . . 66	Eriksson Spars . . . . . 157	Leading Edge Sails . . . . . 21	Richards & van Heeckeren . . 3	Vallejo Marine . . . . . 40
Boat Owners Assoc. of USA . 150	Fleckser & Assoc. Insurance . . 131	Lefiel Masts . . . . . 65	Ruby . . . . . 144	Voyager Marine . . . . . 44,62
C & G Marine . . . . . 70	Friendly Foam Shop, The . . . 59	Long Beach Boat Show . . . . 10	Rutherford Boat Works . . . . 155	Voyageur
CCE, Inc. Yacht Sales . . . . 65	Foredeck, The . . . . . 40	Marin Custom Boat Repair . . 131	Sail Plus Power . . . . . 61	Yacht & Ships Brokers . . . 186
Cal-Marine Electronics . . . 35	General Yachts, Inc. . . . . 70	Marin Marine . . . . . 40	Sailboat Shop . . . . . 2	Walnut Creek Honda . . . . . 73
		Marin Yacht Sales . . . . . 22	Sailnetics . . . . . 145	Wayne Marine . . . . . 184
		Marina Bay . . . . . 136,137	Sailor Import/Export . . . . . 144	West Marine Products 74,75,76,77
		Marina Village . . . . . 14	San Francisco Bay Boat Brokers 188	Western Chrome Plating . . . 144
		Marine Electrical Service . . . 59	San Francisco Cruising Ctr. . . 68,69	Whale Point Marine . . . . . 48
		Marine Engineering . . . . . 145	San Francisco Yacht Service . . 156	Willard Marine . . . . . 94
		Marine Marketplace . . . . . 40	Sanford Wood . . . . . 37,46,51,184	Windcircle Sailing Yachts . . 185
		Martec Engineering . . . . . 157	Santa Fe Yacht Sales . . . . . 64	Windships . . . . . 63,155,186
		Martin Yachts/M-242 . . . . . 44	Sausalito Marine Salvage . . . 151	Windsurfing Marine . . . . . 155
		Master Mariner's Assoc. . . . . 20	Sausalito Rigging & Electronics . 53	Yacht — "Helene" . . . . . 188
		Motorcycles Unlimited . . . . . 67	Scanmar Marine Products . . . 15	Yacht — Thurston . . . . . 54
		McGinnis Insurance . . . . . 71	Seabird Sailing School . . . . . 150	
		Nadalin Yachts . . . . . 185	Sea Haven Marine . . . . . 156	Yacht — Pearson 323 . . . . . 185
		Nicro/Fico . . . . . 130	Seasyn Distributing . . . . . 65	Yacht — Valiant 40 . . . . . 35
		Nikko Enterprises . . . . . 145	Seven Seas Press . . . . . 16	Yacht Portraits
		North Coast Yachts . . . . . 151	Sika Co. . . . . 145	(William Schaeffer) . . . . . 155
		North Sails . . . . . 25,109	Skipper's Yacht Sales . . . . . 190	Yacht Registry . . . . . 184



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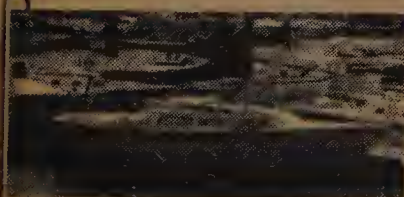
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41' MORGAN O/I sloop '78 cruiser .....	105,000
42' WHITBY '81 ketch .....	118,000
43' SERENDIPITY '79 race ready .....	175,000
43' HANS CHRISTIAN '81 ketch .....	159,500
43' WESTSAIL '76 diesel ketch .....	145,000
45' NEW ZEALAND '74 ketch .....	135,000
45' S&S '73 sloop race/cruise .....	129,000
46' MORGAN '79 ketch cruiser .....	179,000
46' CARPENTIER '57 ketch .....	78,000
47' OLYMPIC OFFSHORE '74 .....	134,500
48' CUSTOM KETCH '82 .....	175,000
48' S&S '72 yawl-equipped .....	135,000
48' CLIPPER SCHOONER '79 .....	200,000
50' COLUMBIA '63 sloop .....	82,500
50' GULFSTAR '77 ketch .....	169,500
51' FORCE 50 '79 ketch, beauty .....	155,000
54' SAMSON ketch, '78, diesel .....	72,000

### SAILAWAY

38' GOLDEN WAVE slp aft cabin .....	110,000
42' GOLDEN WAVE sloop dinette .....	130,000
48' GOLDEN WAVE ketch, loaded .....	205,000
48' GOLDEN WAVE slp tri-cabin .....	195,000
55' GOLDEN WAVE slp, custom .....	Inquire
<b>POWER</b>	
28' CAVALIER Express '64 .....	13,888
33' OWENS '66 .....	24,000
37' C&L '79 trawler .....	89,900
40' MONK '75 sportfisher .....	83,000
45' NEWPORT '70 trawler-rugged .....	149,000



**27' CATALINA Sloop**  
1972 with 9.9 Chrysler outboard, very clean.  
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**36' ISLANDER Sloop**  
1975 with Perkins diesel, many extras . . . was  
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- 23' ERICSON sloop '75, Evinrude 6 h.p. aux. main, 110, 130 sails, 110v dock-side, VHF, depth ind. Sharp.....\$8,500
- 24' COLUMBIA/CHALLENGER '66 aux. 10 h.p.....6,000
- 25' CAL sloop '68, Evinrude 7.5 aux., main, mule, genoa.....8,000
- 25' HUNTER sloop '76, 9.9 aux.....10,500
- 25' GREAT DANE '56, full keel, planked mahog. sloop, inb. engine, 2 suits sails, classic design.....9,200
- 26' KINGS CRUISER '54, full keel plank mahog. hull, sloop, inb. eng., very nice.....owner anxious 7,500
- 2-27 CAL sloop '75, 4 sails incl. spinnaker.....20,900
- 2-27 CAL sloop '77, Atomic 4, very nice.....reduced to 22,900
- 28' TAIPIAN sloop '70, full keel, fiberglass hull, inb. eng., teak decks, classic design.....32,500
- 30' ISLANDER '74, sharp and very clean.....try 26,500
- 30' OLSON '78, rebuilt '83, 7 sails, Loran plus more!.....32,500
- 35' CAL sloop, 1981, diesel aux., 5 sails, loaded.....Make Offer
- 36' MARINER ketch, '79, Garden-design, bristol condition, loaded. Just listed 69,500
- 37' TAYANA '83, Mark II — see to believe!.....77,250
- 37' TAYANA cutter '81, radar, Loran, autopilot, dodger, refrig., shower, pristine, much more equipment.....99,000
- 42' CUSTOM EXCALIBUR sloop '81. Crealock-design, teak, windlass, pristine condition.....Make Offer
- 44' CHEOY LEE AUX. KETCH '80, Perry-design, electronics, 40 h.p. diesel, great liveaboard.....try 125,000
- 55' TAYANA cutter, all new, contemporary.....225,000

## TRAWLERS

- 34' CALIFORNIAN w/Flybridge, tw dsl., radar, autopilot, shower, California salmon license, comm. D.O.C.....69,500
- 42' GOLDEN GATE '80 w/Flybridge, tw dsl., Loran, autopilot, radar, (2) radios, (2) depth ind., 7.5 kw gen.....try 105,000

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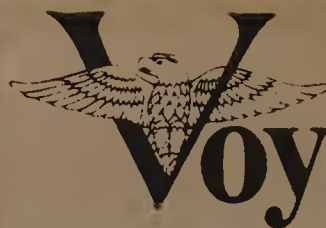
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- 54' SCHOONER, 1979.....\$350,000
- 47' OLYMPIC OFFSHORE KETCH, 1974.....134,500
- 42' WESTSAIL KETCH.....139,000
- 41' ISLANDER FREEPORT MOTORSAILER.....139,500
- 41' MORGAN O.I.,  
We have Three . . . From.....86,900
- 40' VALIANT, 1979.....154,000
- 40' STADEL KETCH.....69,500
- 40' COLUMBIA.....55,000
- 39' WESTSAIL KETCH 11.8.....115,000
- 32' WESTSAIL.....58,000
- 32' O'DAY, 1977.....42,000
- 30' ALLIED CHANCE.....30,000
- 30' BENFORD DESIGNED DORY..19,500
- 27' NEWPORT SLOOP.....19,000
- 26' INTERNATIONAL FOLKBOAT.....17,900
- 26' PEARSON ARIEL.....11,900
- 24' GLADIATOR SLOOP.....8,900

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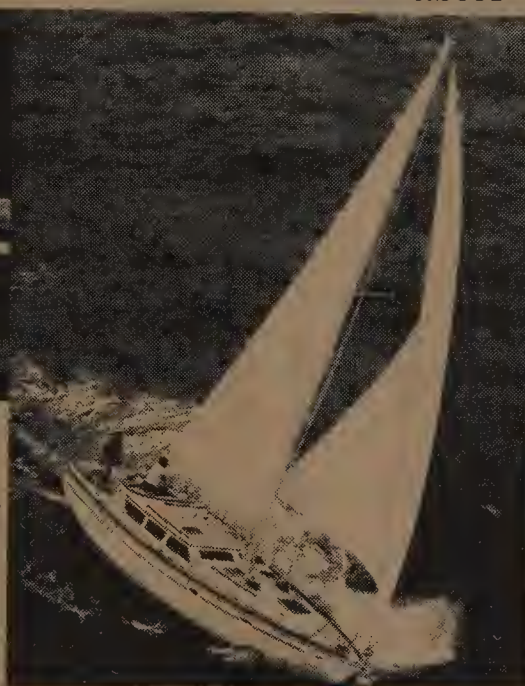
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## Morgan Out-Island 41'



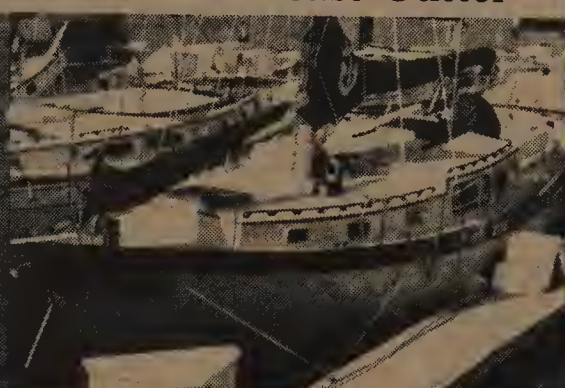
1974, ketch. F/G, diesel w/gen. Perfect liveaboard, ready for world cruising. Loaded with equipment, seven sails, roller furling jib, VHF, SSB, Loran, depthfinder, autopilot, elec. windlass, electric head w/showers, refrig., freezer, microwave, gas stove/oven, clothes dryer, heater, air cond., Delta canvas over entire cockpit, Boston Whaler on davits, Searay survival raft, AM/FM/tape. **\$89,500.**

## 39' Gulfstar Sailmaster



The ultimate cruise/liveaboard. New boat w/dsl engine, aft cockpit, DeWitt sails and covers, Teak rubrail, sleeps seven, Nav Station, two-burner gas stove/oven, refrig. & ice chest, s/s sink, head w/separate shower stall, pressure hot & cold water & holding tank. Beautiful yacht. Was \$134,000. Now you can own her for **\$115,343.**

## 38' Downeast Cutter



1980 — Like new, f/g, diesel engine, 3 sails, roller furling jib, quick reefing, VHF, COMBI system, windpoint, speed, knot, log and depth, compass, three-burner stove/oven, double s/s sinks, pressure water, double ice box, sleeps 7 in three cabins, head w/shower, very clean. Was \$89,000. Now **\$87,500.**

### SAIL

★ 50' Gulfstar Sailmaster sloop, '82.....	\$290,000
50' Gulfstar ketch, '80.....	185,000
50' Gulfstar ketch '79.....	190,000
50' Olof Peterson, '71.....	67,000
48' German Frers, '76.....	200,000
47' Olympic Offshore ketch, '74.....	134,500
47' Gulfstar Sailmaster ketch, '81.....	279,500
47' Gulfstar Sailmaster ketch, '80.....	240,000
47' Gulfstar Sailmaster, '80.....	190,000
47' Gulfstar Sailmaster ketch, '79.....	240,000
47' Gulfstar Sailmaster, '79.....	200,000
46' Sutton ketch, '58.....	90,000
45' Alden, '46.....	30,000
45' C L Marine ketch, '79.....	120,000
44' Gulfstar sloop, '81.....	172,500
44' Nautor Swan sloop, '79.....	240,000
44' Peterson sloop, '75.....	117,500
42' Cooper Pilothouse sloop, '81.....	127,500
42' Westsail ketch, '76.....	145,000
41' Downeast Pilothouse cutter, '80.....	85,000
41' Gulfstar ketch, '75.....	105,000
41' Gulfstar sloop, '74.....	81,000
★ 41' Morgan, '74.....	89,500
40' Cheoy Lee Offshore yawl, '74.....	79,500
40' Valiant cutter, '79.....	149,000
40' Valiant sloop, '76.....	140,000
★ 39' Gulfstar, '82.....	115,343
★ 38' Downeast cutter, '80.....	79,500
37' Apache, '79.....	44,500
37' Fisher Motorsailer, '78.....	125,000
37' Gulfstar sloop, '77.....	79,500
37' Irwin ketch, '74.....	74,500
36' Columbia sloop, '68.....	35,600
36' Islander cutter, '78.....	116,500
36' Islander sloop, '76.....	66,500
36' S-2 sloop, '79.....	73,500
36' Hunter sloop, '81.....	66,000
35' Columbia, '78.....	76,500
35' Magellan sloop, '65.....	39,500
34' Hans Christian cutter, '78.....	79,500
34' Islander, '80.....	53,000
33' U.S. Yachts, '81.....	55,000
33' Yorktown sloop, dsl., '70.....	23,500
32' Ericson, '74.....	32,950
31' Crane Bros. racing sloop, '76.....	38,000
31' Etchells racing sloop, '76.....	9,500

### POWER

30' Bristol, '77.....	54,500
30' Fisher Motorsailer, '76.....	74,000
28' Ranger, '78.....	27,950
★ 27' C S sloop, '79.....	26,500
26' Cheoy Lee sloop, '64.....	14,900
25' Santana, '73.....	10,900
24' San Juan sloop, '74.....	14,900
24' Stone Horse cutter, '74.....	23,000
23' Custom Motorsailer, '82.....	25,000
★ 22' Santana sloop, '68.....	5,800
78' Feadship, '64.....	750,000
68' Pacemaker, '69.....	350,000
65' Pacemaker, '72.....	400,000
64' Chris Roamer, '71.....	275,000
63' Halvorsen, '71.....	350,000
58' Hatteras M.Y., '71.....	395,000
57' Chris Constellation, '68.....	205,000
57' Chris Constellation, '67.....	165,000
52' Bluewater M.Y., '82.....	190,000
★ 51' Celebrity, '84.....	166,708
★ 51' Celebrity, '83.....	163,000
★ 50' California, '82.....	249,500
50' Rose Sport Fisher, '71.....	179,950
49' Defever Trawler, '79.....	215,000
49' Marine Trader Trawler, '78.....	199,000
★ 47' Bluewater M.Y. diesel, '82.....	195,000
★ 47' Bluewater M.Y., '82.....	170,000
47' Boatel, '74.....	82,500
47' Suwanee Houseboat, '70.....	47,900
47' Suwanee Houseboat, '69.....	52,000
45' Bluewater Sedan, '79.....	120,000
45' Carl Craft Houseboat, '80.....	76,000
45' Newport Trawler, '70.....	149,000
45' Whitcraft, '71.....	59,950
44' Gulfstar M.Y., '79.....	210,000
44' Gulfstar M.Y., '79.....	204,250

44' Gulfstar M.Y., '79.....	199,950
44' Gulfstar M.Y., '80.....	195,000
44' Marine Trader Trawler, '77.....	120,000
43' Gulfstar Trawler, '76.....	140,000
40' Bluewater Sedan, '79.....	96,000
40' Bluewater Sedan, '79.....	89,500
40' Bluewater Sedan, '80.....	89,500
40' Cruise-A-Home, '73.....	45,000
40' Cruise-A-Home, '73.....	39,900
40' Cruise-A-Home, '74.....	44,950
40' Trojan F40, '79.....	160,000
40' Vega Sport Fisher, '75.....	83,000
38' Chris Coho Cruiser, '74.....	65,000
38' Pacemaker Sport Fisher, '72.....	100,000
38' Viking Sport Fisher, '72.....	44,950
37' Californian Trawler, '72.....	79,900
37' Silverton, '81.....	99,995
36' Carver, aft cabin, '82.....	105,000
36' Carver, '83.....	126,697
36' Chris Constellation, '60.....	31,500
36' Forbes Houseboat, '78.....	139,000
36' Gibson Houseboat, '80.....	46,000
36' Grand Banks Trawler, '70.....	75,000
36' Willard Trawler, '70.....	68,500
35' Pacific Sport Fisher, '68.....	39,500
★ 34' California, '83.....	87,586
34' Executive F/B Sedan, '77.....	62,500
34' Mainship, '78.....	64,000
★ 34' Silverton, '83.....	69,950
★ 34' Silverton, '83.....	69,950
33' Carver, '76.....	36,000
33' Carver, '80.....	70,000
32' Trojan, '79.....	62,500
32' Luhrs F/B Sedan, '70.....	35,000
32' Luhrs, '72.....	49,500
31' Wellcraft Suncruiser, '81.....	77,900
31' Silverton F/B Sedan, '80.....	49,000
★ 31' Cruise-A-Home, '78.....	40,000
28' Cigarette, '71.....	24,500
★ 9 Meter Trojan, '83.....	100,140
28' Trojan Cruiser, '68.....	13,500
27' Chris Cavalier, '66.....	8,250
26' Fiberform, '77.....	19,500
25' Albin, '75.....	26,000
23' Wellcraft, '80.....	19,500
★ 22' Romany Express, '71.....	15,000
21' Century, '68.....	17,200

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42' Sunnifjord, '80.....	189,500
40' LCVP Converted, '45.....	25,000

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27' CAPE DORY ... rlr furling, teak & holly .....	\$37,500
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33' ALEUJELA ... we have (2), both cruise ready .....	from \$62,800
35' FANTASIA ... back from NZ, aft cabin, full electronics .....	\$79,500
36' ISLANDER ... dsl., rlr, furl., reduced .....	\$64,500
36' CASCADE ... roomy, performance cruiser, 6'5" headroom .....	\$65,000
35' VAN ESSEN HOLLAND STL. SLOOP ... roomy & clean .....	\$41,950
39' HANS CHRISTIAN ... Pilothouse MS, owner wants offers .....	\$148,500
40' CAL ... race/cruiser, refurbished, many sails .....	\$67,000
41' DANISH CSTM classic hand crafted beauty, truly an 11 .....	\$128,500
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26' Westerly .....	\$20,500	37' Irwin .....	\$67,500
28' Columbia .....	\$16,000	37' Tayana CT .....	\$89,500
28' Bristol Chnl. Cutter .....	\$60,000	38' Hans Christian2 from .....	\$108,000
29' North Atlantic .....	\$65,000	40' Schucker MS. Trades .....	\$188,000
31' Mariner .....	\$47,500	50' Columbia .....	\$125,000
32' Islander full keel .....	\$27,500	54' CT (2) from .....	\$245,000



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24' Bristol .....	1967 .....	10,500.00
24' Islander Bahama .....	1967 .....	6,000.00
27' Albin Vega .....	1976 .....	22,500.00
28' Triton .....	1963 .....	20,000.00
29' Cal 2-29 .....	1963 .....	31,500.00
30' O'Day .....	1978 .....	42,000.00
30' Alberg/Whitby .....	1968 .....	31,500.00
31' Cheoy Lee Offshore .....	1967 .....	39,000.00
34' Cal 34 .....	1968 .....	34,500.00
35' Fantasia .....	1979 .....	84,000.00
38' Ingrid Ketch .....	1977 .....	88,000.00
40' Cheoy Lee Midshipman Ketch .....	1975 .....	100,000.00
41' Gulfstar, Cntr Cockpit Sloop .....	1974 .....	81,000.00
45' Fuji 45 MkII ketch .....	1977 .....	225,000

25' Fleur Blue No. 31 .....	1961 .....	9,000.00
29' Auxilliary sloop .....	1962 .....	15,000.00
34' Cutter "Grampa", Master Mariner .....	.....	6,500.00
35' Roberts 35 Steel Cutter .....	1982 .....	39,000.00
36' Gllmer Auxilliary Ketch .....	1979 .....	109,900.00
38' Farallone Clipper .....	1950 .....	36,500.00
40' Sparkman & Stephens Bermuda Yawl .....	1953 .....	120,000.00
40' Kettenburg K-40 .....	1961 .....	42,500
45' N.Z. Cstm World Cruising Ketch .....	1974 .....	124,950.00
50' Lapworth/Cheoy Lee Sloop .....	1962 .....	79,500.00

24' Sea Ray and trailer .....	1978 .....	22,500.00
24' ReInell .....	1978 .....	15,500.00
30' Pacemaker Sportfisher .....	1965 .....	14,500.00
38' Pacemaker Sportfisher .....	1965 .....	39,995.00
38' Fellows & Stewart dbl cabin cruiser .....	1931 .....	12,000.00
65' MV (Comm. Fish/Charter) F/C .....	1978 .....	300,000.00

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25' Albin Motorsailer, '72, dbl cabin, dsl .....	\$19,500
36' Sportfisher, tri-cabin .....	35,000

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25' 1960 Seahorse yawl .....	6,500	35' 1976 Ericson .....	55,000
27' 1976 O'Day .....	27,500	35' 1974 Coronado .....	55,000
27' 1974 Ericson .....	19,500	37' 1978 Fisher .....	125,000
28' Columbia .....	19,000	39' 1972 Columbia .....	74,900
30' 1979 Catalina .....	33,000	40' 1974 Northstar ketch .....	99,000
32' 1976 Crealock .....	23,500	40' 1974 Cheoy Lee .....	79,000
32' 1976 Fuji ketch .....	58,500	42' 1980 Vancouver .....	105,000
32' 1976 Traveller .....	72,500	43' 1979 Mason .....	119,000
35' 1974 Ericson .....	44,500	47' 1979 Morgan ketch .....	179,000

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## SELECTED LISTINGS

- 25' Swedish double-ended FG cruising diesel sloop, very clean. \$32,000
- 25' Giles Vertue class sloop, 1965, Mexico veteran, nice. 31,500
- 26' Garden Vashon Island cutter(s), we have 2 at this time from. 25,000
- 28' Utzon Great Dane, 1973, cruised here from Denmark. 33,333
- 30' Farallon cruising sloop(s), we have 2 of these from. 40,000
- 30' Rawson sloop, 1974, N.Z. veteran, Monitor windvane. now 20,000
- 31' Mariner ketch(es), we have 2 at this time, one wood from. 31,000
- 32' Aries diesel sloop, 1977, vane and other good gear. 45,000
- 32' Contessa sloop, 1976, quality English type, Monitor vane. 42,000
- 34' Lagos cruising sloop with good gear and BRISTOL, only. 34,000
- 36' Sea Witch ketch, 1961, rare pilothouse model, clean. 79,000
- 36' Danish pilothouse ketch, just arrived from a cruise, now. 39,000
- 37' Alden/Dunnigan cutter, 1949, excellent sailer. 38,000
- 38' Atkin Ingrid(s), we have 2, 1 unfinished, 1 beautiful from. 57,500
- 40' Stadel ketch, 1967, GM 2-53 diesel, neat and clean. 69,500
- 42' Whitby ketch, 1975, Loran, VHF, SSB & lots of equipment. 125,000
- 42' Alden/Goudy & Stephens cutter, refurbished, excellent. 45,000
- 44' Hanna brigantine, 1961, good character, cruise veteran. 67,500
- 45' Buchanan/DeVries steel cruising sloop, 1962, excellent. 130,000
- 50' Gulfstar aft cabin ketch, 1977, Hawaii veteran, clean. 159,000

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## SAIL — PARTIAL LIST

- 18' PACIFIC CAT, with trailer, very low at. 1,150
- 18' SOL CAT w/trlr, just refinished. 1,950
- 21' VENTURE, with trailer. try 3,500
- 22' SANTANA. 6,000
- 24' CAL 2-24, full race. try 6,000
- 24' GLADIATOR, full keel. 5,300
- 24' ERICSON w/trlr. 16,500
- 24' COLUMBIA, full keel. 6,500
- 25' SEXTANT, 20 h.p. inboard. try 7,000
- 25' NORTHSTAR 1/4 tonner, full race. 16,500
- 25' LANCER 1979, well equipped. try 6,600
- 26' BALBOA, w/trlr, cruise equipped. 10,000
- 27' NEWPORT sloop, inb eng — repo. try 10,000
- 28' ISLANDER — Volvo diesel. 34,500
- 30' ISLANDER MKII, Volvo diesel, loaded. 29,900
- 30' FISHER PILOTHOUSE cutter, bristol. 63,500
- 30' VEGA horizon motorsailer. 34,000
- 30' BANFORD d.e. cruising cutter. 19,500
- 34' TRUE NORTH cutter, 1980, full cruise. 61,000
- 35' ERICSON MKI full keel, A-I. try 30,000
- 35' GARDEN MARINEER — like new, will trade. 42,500
- 36' ISLANDER '74 — full cruise equipped. 58,500
- 38' FARALLON CLIPPER — diesel, bristol. 46,000
- 40' STADEL KETCH — diesel cruising yacht. 69,000
- 41' MORGAN OUT-Island — estate sail. try 75,000
- 41' GULFSTAR — center cockpit, aft cabin, will trade. 81,000
- 43' R CLASS sloop, classic. asking 29,500
- 50' GARDEN PORPOISE ketch, cement, A-I. 29,500

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San Rafael, CA 94901 (415) 456-1860

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- 23' Flush deck sloop, cruise rigged. \$ 8,000
- 24' Cox sloop, cruise equipped, fireplace. 11,750
- 25' Roberts sloop, cold molded, brand new. 25,000
- 25' Vertue sloop, Laurent Giles-design, new rig. 2 from 24,000
- 26' Thunderbird, 9 1/2 h.p. Evinrude, spinnaker. 4,500
- 27' Barney Nichols sloop. 12,500
- 30' Crosby sloop, Palmer engine, fixer-upper. 7,500
- 30' Pilothouse sloop, Swedish-built double-ender. 30,000
- 33' Alden sloop. 35,000
- 35' Mariner ketch, diesel, equipped. 41,500
- 36' Alden yawl, totally restored. 60,000
- 36' Angleman ketch, diesel. 60,000
- 38' Farallon Clipper, totally re-built, fresh diesel. 35,000
- 40' Concordia Motorsailer, gorgeous. 39,500
- 40' Gauntlet Bermudian Cutter, Fastnet veteran. 69,500
- 42' Wishbone ketch, ferro-cement, Hawaii vet. 55,000
- 46' Custom Garden ketch, superb. 125,000
- 46' Alden cutter, bristol. 48,500

— FIBERGLASS —

- 20' "Flicka" sloop, inboard diesel. 25,000
- 21' Clipper sloop. Offers
- 22' Columbia, 10 h.p. Honda. 5,000
- 26' Balboa 26 with trailer. 2 from 12,500
- 27' Bandholm Sloop, inboard. Offers
- 29' Cal 2-29 sloop, ready to cruise, beaut. cond. 32,000
- 30' Rawson, 1976, diesel. 24,950
- 30' Catalina 30, 1978, wheel steering, very clean. 33,000
- 35' Coronado, well equipped. 44,000
- 39' Freya, kit w/diesel, unfinished. 25,000

— POWER —

- 24' SeaRay 24, 1977, loaded, with trailer. 18,500

Many Other Listings of Quality Boats Available

## PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 39' CAL '80. VHF, depth, log, Barients & diesel. \$89,950
- 38' POWER CRUISER '44. 60 hp diesel. Excellent liveaboard. 22,500
- 37' ENDEAVOUR SLOOP '82. New boat in excellent shape. 89,500
- 36' ISLANDER '78. Very clean, Barients, CNG, diesel. 74,500
- 36' ELDREDGE-McGINNIS YAWL. New diesel, Virgin Islands. INQUIRE
- 36' HUNTER '80. Yanmar diesel, good gear, very clean. 59,900
- 35' CHEOY LEE '38. Classic teak sloop, excellent shape. 35,000
- 33' TARTAN TEN '79. All Barients. Ready to race. 36,000
- 33' VANGUARD '66. Clean with rebuilt engine. 35,000
- 32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast. 29,500
- 32' ARIES '77. Comfortable cruising boat. Diesel, VHF, etc. 47,500
- 30' NORTHSTAR 1000 '73. S&S design. Nice shape. 29,500
- 30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more. 30,000
- 30' OLSON '79. 9 sails and outboard. 22,900
- 30' PEARSON '79. Atomic 4, VHF, clean. 32,500
- 29' BALTIC CRUISER '61. Danish pocket cruiser, good gear. 12,900
- 29' CAL "2-29" '75. Main & jib, wheel, Atomic 4, clean. 31,500
- 28' PLUS ERICSON '82. Diesel, North sails, combi, like new. OFFER
- 28' ELDREDGE-McINNIS SLOOP '59. Lots of gear, excellent condition. 22,500
- 28' ISLANDER '77. Race equipped w/halyards' back, Volvo dsl & more. OFFER
- 27' O'DAY '76. Diesel, RDF, VHF & depth, clean. 26,500
- 27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean. 22,500
- 26' COLUMBIA '71. Clean and roomy. Johnson o.b. 12,500
- 26' ERICSON '67. Very clean Crealock designed sloop. 13,000
- 25' KIRBY SLOOP '79. Well equipped by Laser designer. 17,500
- 24' GLADIATOR '68. North sails, o.b., original owner. 7,450
- 24' COLUMBIA CHALLENGER '63. 6,500
- 24' NIGHTINGALE '72. By Wylie. 7 sails & outboard. 13,000
- 24' MOORE '79. North sails. 18,500
- 22' SANTANA '68. Johnson outboard, 3 sails. 6,100
- 20' CAL '63. Nice condition, new paint. 5,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizzare Snafu, please call and list your boat.



# DEALERS FOR:

FORCE 50  
SEA WOLF 44  
ROBERTS 45  
PETERSON 34

# SKIPPER'S

YACHT  
SALES



**50' FORCE 50.** New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (*Sistership*). May Be Seen At Our Docks.

## OCTOBER SPECIAL

BOTTOM PAINTED  
*FREE* WITH ANY  
BOAT PURCHASED.

EXCLUSIVELY FROM  
SKIPPER'S



**CAL 30, 1965.** Extremely clean. \$29,500/offers.



**34' PETERSON. Special.** \$59,800.



**42' FORMOSA.** Clean, diesel. \$69,000.

16' NEWPORT	\$2,900
20' MARIEHOLM	14,000
22' SANTANA	5,700
23' SAN JUAN	13,500
23' COX	11,500
23' RANGER	13,600
23' BEAR	12,500
24' EMERSON	4,200
24' CAL 2-24	5,950
24' PEARSON AERO 24	5,500
24' WINDWARD Sloop	8,900
24' NEPTUNE 24K, 1980	21,000
24' ISLANDER BAHAMA	2 from 5,900
25' O'DAY	21,000
25' NORTHSTAR 500	18,000
25' CAL	10,000
25' CHEOY LEE	14,500
25' SANTANA 525	2 from 13,000
25' BAHAMA 25, McGlasson-design	2 from 15,500
25' NICHOLS SeaHorse yawl	7,500
25' CHEOY LEE CLIPPER	2 from 15,500
25' CORONADO	3 from 9,200
25' NORDIC FOLKBOAT	2 from 5,400
25' SEILDMANN sloop	20,900
25' TANZER 7.5	10,500
25' PETERSON 2-25 full race	13,000
25' FOLKBOAT-BORRESON	10,000
25'6" FRIENDSHIP SCHOONER	2 from 25,000
28' HOLLAND	8,000
26' COLUMBIA 26	3 from 11,000

26' INTERNATIONAL FOLKBOAT	27,000
26' BAHAMA	16,500
26' PEARSON ARIEL	13,000
26' RANGER	16,300
26' S-2 aft cockpit sloop	20,000
27' BRISTOL	15,950
27' TARTAN	18,500
27' CAL 2-27	25,950
28' COLUMBIA	14,900
28' NICHOLS BUCCANEER	2 from 9,995
28' LANCER SLOOP	19,500
29' DRAGON	2,995
29' FARALLON	38,500
29' COLUMBIA MARK II	23,900
29' RANGER diesel	33,950
30' ISLANDER MKII	28,000
30' CATALINA	38,500
30' ISLANDER	22,500
30' CATALINA	33,000
30' CLIPPER MARINE	4 from 14,000
30' CAL, '65, extremely clean	29,500/offer
30' SCAMPI 30 MKIV dsl aux. slp	49,500
30' AMERICAN sloop, Nichols design	16,500
31' PIVER	16,500
32' ERICSON	32,950
32' TRAVELLER	69,900
32' ISLANDER	34,500
32' WAYFARER	34,500
33' HUNTER	38,000

33' WINDWARD 33	23,500
34' PETERSON (NEW)	69,666
35' FANTASIA	74,500
35' CORONADO aft cabin sloop	2 from 44,000
37' ENDEAVOR	84,000
37' FORMOSA ovenseas, diesel ketch	55,000
38' FARALLONE CLIPPER	45,000
38' MORGAN	90,000
39' IRWIN CITATION F/G, diesel	69,950
40' CAL	72,000
40' CUSTOM GLADSTONE	69,000
40' RINGWALD	65,000
40' PIVER aft cabin VICTRESS,	
'79 dsl ketch	2 from 90,000
41' FORMOSA	69,900
41' KING DESIGN, '51	60,000
41' C&C REDLINE	90,000
41' ISLANDER FREEPORT	133,950
41' FORMOSA ketch	69,000
41' MORGAN, aft cabin, sloop, diesel	97,000
43' WESTSAIL, diesel ketch	150,000
44' PETERSON	117,500
44' CHEOY LEE	160,000
44' RHODES MOTORSAILER, twin diesel	140,000
45' EXPLORER 45 MK II center cockpit	129,000
47' OLYMPIC O/S cruiser, diesel ketch	145,000
50' FORCE 50 PILOTHOUSE diesel ketch	159,500
52'8" PASSAT, auxiliary ketch, diesel	90,000
60' ANA MARIE gaff-rigged cutter, diesel	225,000

NEW OFFICE TO OPEN IN VALLEJO OCTOBER 1

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

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(415) 432-8722  
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# City Yachts

foot of Laguna St. San Francisco  
415 567-8880

20' CAL	OFFERS
21' WILDERNESS	15,500
23' ERICSON	7,000
23' BEAR	OFFERS
24' J.	14,900
24' NORTHSTAR 727	17,500
24' COL CHALLENGER	6,000
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
25' DAVIDSON	25,000
25' SANTANA	2 from 12,500
25' PACIFIC CLIPPER	13,000
25' NORTHSTAR 500	16,239.05
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	2 from 15,500
25' CORONADO	2 from 9,500
26' COLUMBIA MKII	2 from 12,500
26' RANGER	14,000
27' ERICSON	2 from 26,000
27' EXPRESS (CUSTOM)	30,000
27' SANTA CRUZ	2 from 20,000
27' CAL T/2	19,000
27' MULL CUSTOM	2 from 16,000
27' CATALINA	2 from 15,675
27' ENGLISH SLOOP	26,000
28' COLUMBIA	2 from 17,000
28' TRITON	2 from 20,000
28' WYLIE 1/2 TON	27,000
29' RANGER	31,950
29' CAL	32,222
29' BUCCANEER	36,000
30' ERICSON	27,000
30' ETCHELLES 22	15,500
30' OLSON	19,750
30' SAN JUAN	26,500
30' SANTANA	35,000
30' WYLIE 3/4 TON	40,000
30' IRWIN	45,000
30' PEARSON	31,000
30' ALBERG	33,000
30' BURNS 1/2 TON	39,500
30' ISLANDER MKII	3 from 26,000
30' RAWSON	29,000
30' RAWSON-MONTEREY SLIP	33,000
31' PETERSON 1/2 TON	OFFERS
31' WHITING DESIGN	16,900
31' CHEOY LEE OFFSHORE	39,000
32' ERICSON	35,000
32' NANTUCKET	46,500
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	17,995
33' TARTAN TEN	3 from 25,000
33' WYLIE	75,000
34' PETERSON	69,950
35' CORONADO	44,000
35' FUJI KETCH	84,900
36' ISLANDER FREEPORT	132,000
36' J.	120,000
36' S-2 SLOOP	2 from 73,500
36' ISLANDER	3 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
36' PILOTHOUSE KETCH	39,000
37' RAFIKI CUTTER	102,000
37' FISHER MKII	125,000
37' PETERSON	80,000
37' BALTIC	135,000
38' FARALLONE CLIPPER	3 from 35,000
38' CAL	2 from 77,000
40' MARINER KETCH	79,500
41' OFFSHORE CHEOY LEE	82,000
41' NORLIN	94,000
42' CREALOCK KETCH	145,000
43' METER R BOAT	29,500
43' SWAN	129,000
45' COLUMBIA MOTORSAILER	109,500
45' DOWNEAST	135,000
45' DAVIDSON CUSTOM	235,000
47' OLYMPIC KETCH	134,500
50' SANTA CRUZ	200,000
50' GULFSTAR	159,000
58' MOTORCUTTER "LUCIA"	230,000 (OFFERS)

\*SAN FRANCISCO BERTH INCLUDED



Cel 3-30. Excellent condition, owner very meticulous. 9 sails, Berlent winches, hydraulic backstay. Make us an offer.



Esprit 37. Bob Perry design, built in U.S. 1979, rod rigging, dsl, lots of electronics, sails & safety gear, dinghy incl. \$119,00.



C&C 38. Has all the gear you'd ever need or want, looks best just sitting at the dock, but has a comfy interior. Cheap at \$79,500.



Centurion 32. Rare high quality cruising boat, good sails, diesel, shower. very elegant & comfortable. Only \$54,900.



42' Dubois "Winsome Gold". Aluminum go-go racer. Very competitive, lots of sails, lots of electronics, lots of everything! Come, take a look & fall in love.



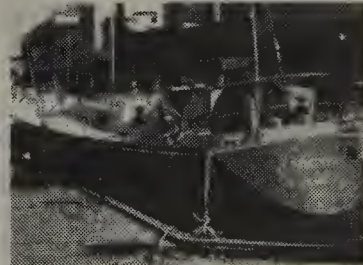
28' Lencer. 1981, trailerable, super clean, inboard, wheel steering, 6'2" headroom, trailer, full electronics. Make us any offer.



40' Trintelle ketch, veteran of 4 TransPacific & 1 Atlantic crossings, but still looks like new. Outstanding cruising characteristics with a full range of sails, electronics, & toys. Call us for more info.



Rogers 39, "Selt Shaker". Frank Stone winner, very fast, very fun, very competitive, very well equipped, very inexpensive, call for all the details.



C&C 40. Lots of custom features: 12 Berlent winches, Loran, autopilot, refrigeration, teak deck. Great looking yacht with a hot seller who wants out!



*Cityyachts*



## 45' S & S Performance Offshore Yacht **INCA**

This famous yacht has been cruised and raced all over the world. She is respected for her racing accomplishments and recognized internationally for her beauty and impeccable quality. Constructed of aluminum to the high standards of Sparkman and Stephens, *Inca's* workmanship rivals that of '*Kialoa*' or '*Courageous*'.

She features a flush deck of meticulously laid teak that is both clean and handsome. Her cockpit affords the maximum in visibility and protection. The interior accommodates 8 with serious offshore practicality and comfort in mind.

Her equipment is all first class which includes full B&G, SSB, VHF, RDF, refrigeration, liferaft, 14 bags of sails, 13 winches, etc.

*Inca* has recently completed a rigorous survey and the outstanding results reflect the professional maintenance she has always received. She is being offered for sale with an asking price \$20,000 less than her market value. The Sellers are extremely motivated and will consider offers or trades. Asking Price \$129,000.00.

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